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THE PORTSMOUTH HERALD

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REUNION FOR SHAPLIEGHS AT ELIOT

Family Association Will Meet Next Wednesday in Grange Hall.

The annual reunion of the descendants of Alexander Shapleigh, will be held in the Eliot, Me., Grange Hall next Wednesday, and it is expected to be the largest reunion that the association has ever held.

The session will commence at 11 with business reports and the election of the officers. At 1 a banquet will be served in the banquet hall, this to be followed by the public session. The Majestic orchestra of Dover, Mrs. Mary G. Colburn, reader and Mrs. Edith Lane Thompson, soloist will assist in furnishing the program.

Alexander Shapleigh, from whom the organization derived its name and inception was born in Devonshire, England in 1589. He was a notable trader and did an extensive business in Maine and New Hampshire. In 1635 he sent his son in law, James Treworgye who purchased real estate from Piscataqua half mile way to York river, and later still he purchased 500 acres more at Kittery Point.

He permanently settled here in 1640. Later he disposed of real estate to Major Nicholas Shapleigh. He died in 1650 leaving several children. Many Shapleighs of the present day are the ninth and tenth generations.

The following are the officers of the association: Fred L. Shapleigh of West Lebanon, president; Mabel Shapleigh of Kittery, James W. Shapleigh of Eliot, George O. Shapleigh of Eliot, Samuel B. Shapleigh of Boston, and Charles A. Shapleigh of this place, vice presidents; Miss Annie E. Shapleigh of this place, secretary; Nicholas R. Shapleigh of Center Lebanon, treasurer; Mrs. Hannah Tebbetts of Dover, N. H., historian.

Read the Want Ads on Page 7.

BALKAN STATES DECLARE PEACE

Preliminary Treaty Will be Signed By Delegates Today--New Frontier is Keen Disappointment to Vanquished

Bucharest, Aug. 6—Peace was concluded tonight between the Balkan states. The preliminary treaty will be signed tomorrow by the delegates of Servia, Greece, Montenegro, Rumania, and Bulgaria. The agreement was arrived at only after another exhibition of utter helpness of Bulgaria to face her ring of enemies.

Wednesday the discussion in the peace conference threatened to become interminable, but M. Majoresco, the Rumanian premier, and president of the conference clinched matters by threatening that unless Bulgaria accepted the modified frontier proposed by the allies Rumania's army would occupy Sofia next Saturday.

This threat had the desired effect and an agreement was arrived at today after numerous private consultations, between the delegates and a four hours' sitting of the conference.

The new frontier as agreed to starts at a point on the old frontier west of the Struma river, follows the watershed to west of the town of Strumitza, thence runs almost through the Struma valley to the Belesh mountains and thence easterly in almost a straight line to the Mesta river, thus leaving the town of Strumnitza, the port of Lagos and Kanthi to Bulgaria and the port of Kavala to Greece. The new frontier is a deep disappointment to the Bulgarians who will nurse the hopes for its eventual revision by the powers.

It is believed that an agreement for the demobilization of the various armies will be signed tomorrow. The news that peace had been arranged caused great rejoicing here.

DOVER FIREMEN INVITED

Robert of the Kearsarge Steam Fire Engine Company was in Dover on Wednesday to invite members of the Dover Fire Department to be the guests of Kearsarge Company on the field day of the fire department on September 4.

WANT BRIDGE FROM ISLAND TO MAINLAND

Residents of Badger's Island Will Ask for Article to That Effect in Warrant.

Since the highway bridge leading from the mainland at Kittery to Badger's Island was taken out the residents of the island have been treated to the limit of inconvenience in getting the supplies they need, especially that of coal, groceries and many other things. It is understood that a movement is on foot by which the residents of the island will ask the selectmen to have inserted in the town warrant of the next meeting the necessary money for construction of a highway bridge as before. It is further stated that should the request be denied, they intend to take their appeal to the next session of the Maine legislature and in which they will ask for a separate township. If the legislature does not favor the movement they will then request a rebate on their taxes which this year have advanced $1.50 over last year.

FOUND MUCH INTEREST.

Local Women Booming Suffrage Movement.

Miss Martha S. Kimball and Mrs. Mary I. Wood, president, and vice-president of the New Hampshire Equal Suffrage League have recently been making a tour of Lake Winnipesaukee region in Miss Kimball's motor car. They held a meeting at Meredith, and also visited Center Harbor, Wolfboro, Alton Bay and Farmington, where they made arrangements for holding future meetings They found much suffrage interest in these places.

MR. LIND MAY BE EXPELLED

Mexicans Do Not Take Kindly to President Wilson's Plan for Pacification

Mexico City, August 6—Increased antogonism has been aroused among Mexicans towards President Wilson's plan for the pacification of the republic by the latest news from Washington that the object of John Lind's visit here as the personal representative of President Wilson is to consult with prominent Mexicans and advise them from the only basis on which Mexico will be recognized by the United States is the elimination of President Huerta.

Earlier reports to the effect that Mr. Lind proposed to deal with Huerta perhaps by making the direct suggestion that he resign, were received with indignation by Mexican officials and the new angle of his visit makes it not improbable that he will be treated with even less consideration than otherwise would have been accorded him. It was pointed out by a prominent Mexican today that in the former case the government might not consider itself obliged to act until the suggestion was actually put forward by Mr. Lind, but in the second case the government would be justified in characterizing him as one who was inciting Mexicans along lines of sedition and in applying the pernicious foreigner expulsion clause of the constitution. This Mexican also indicated that since Mr. Lind was not coming in an official capacity and with no official credentials he could expect no more consideration of immunity than an ordinary foreigner would receive.

Mexicans familiar with international law are reluctant to believe that Mr. Lind's instructions are for him to deal with others than the authorized officials of the defacto government. These officials are still firm in their assertion that no suggestions whatever involving mediation or the resignation of Huerta will be acceptable and say that the best Mr. Lind can hope for in this respect is to be ignored. However the anti-Huerta element, which is not prominently in evidence in the capital is skeptical regarding the firm stand assumed by the administration.

TAG DAY

St. John's chapel will be open Friday morning and afternoon for the distribution of tags and boxes and the appointment of chaperons and children to do the tagging. A few more chaperons are greatly needed.

There was a jam of people at Hampton Beach on Wednesday evening.

FIVE OFFICERS ARE VICTIMS OF MEXICAN PLOT

State Department Informed That Americans Are Held Prisoners.

New York, August 6—Attorneys for the Madera Company whose headquarters are in this city have notified the state department at Washington of the arrest of five of the officers of the company, all Americans, at Pearson, and Madera, Mex., by the Mexican federal authorities and also have asked their release from the federal government at Mexico City.

An executive officer of the company who made this known today added that he had received authentic information that five men had been taken to Chihuahua City and held prisoners there and that he had been unable to learn what they were accused of. The men were in charge of a guard maintained at the mills of the company, he explained to protect them from fire and pillage. All communications with Chihuahua City has been cut off, he said since an attack yesterday by rebel troops on a federal supply train.

VETERANS ON BRAKES.

Eureka Crew in Great Trim on Wednesday Night.

The veteran firemen were out for a little practice on the brakes of the handtub Eureka on Wednesday evening and made good with two streams which the tape says were nearly up to the 190 mark. If they have this kind of speed when they go on the firing line at Lowell they ought to come back with a few extra dollars in their pockets.

ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE

Read carefully every item. Think of buying womens' outside skirts, house dresses, or women's white petticoats for ONE CENT

At STAPLES'-A ONE DAY SALE OF UNHEARD OF BARGAINS AT 1 CENT-At STAPLES'

Sensational One-Cent Sale

FOR SATURDAY, AUGUST 9. ONE DAY ONLY

We guarantee to have everything advertised on sale Saturday, August 9. Store opens at 8.30 o'clock. Don't miss it

Any Sunshade from our stock, for ..... 89c to $2.50
AND THE NEXT ONE FOR ONE CENT

READY-MADES

Tan Crash Dresses, with blue or ox-blood collar and cuffs.. $2.98
AND THE NEXT ONE FOR ONE CENT

White and Tan Linene or White Corduroy Dress Skirts for Saturday 98c
AND THE NEXT ONE FOR ONE CENT

Black and White Shepherd Check Dresses, size 13, 15 and 17, Saturday $1.98
AND THE NEXT ONE FOR ONE CENT

Long Figured Muslin Kimonas in a good variety of colors.. 69c
AND THE NEXT ONE FOR ONE CENT

Lace and Net Guimpes with long sleeves, all sizes; for Saturday 59c
AND THE NEXT ONE FOR ONE CENT

White and Tan Wash Dress Skirts, trimmed with large pearl buttons..... 79c
AND THE NEXT ONE FOR ONE CENT

Percale House Dresses with plain blue collar and cuffs; Saturday 98c
AND THE NEXT ONE FOR ONE CENT

MUSLIN BONNETS

Infants' Hamburg Bonnets, hemmed or scalloped edge.. 19c
AND THE NEXT ONE FOR ONE CENT

GLOVES

White Chamois Gloves, two-button length $1.00
AND THE NEXT PAIR FOR ONE CENT

Colored Silk Gloves, tan, beige and grey, pair..... 50c
AND THE NEXT PAIR FOR ONE CENT

Colored Silk Lisle Gloves, embroidered backs, pearl clasps, all colors, for Saturday.... 50c
AND THE NEXT PAIR FOR ONE CENT

We reserve the right to limit quantities and no exchanges or charges from this list of advertised specials.

HANDKERCHIEFS

Men's Japponette Handkerchiefs with silk initial, for Saturday 12½c
AND THE NEXT ONE FOR ONE CENT

Ladies' and Misses' Colored Bordered Handkerchiefs, each... 5c
AND THE NEXT ONE FOR ONE CENT

Ladies' White Hemstitched H'd-kerch'fs, for Saturday, 3 for 10c
AND THE NEXT THREE FOR ONE CENT

SHEARS

Tension Spring Shears, self-sharpening; 7, 8 and 9-inch; for Saturday..... 39c
AND THE NEXT ONE FOR ONE CENT

HAMBURGS

45-Inch Hamburg Flouncing, yard $1.50
AND THE NEXT YARD FOR ONE CENT

In buying goods at this sale by the yard we give you just what you want, charging you one-cent for every other yard.

A big line of Hamburg Edgings, yard ..... 5c and 10c
AND THE NEXT YARD FOR ONE CENT

Women's Satin Messaline Bows, also silk and velvet Bows, Fichus and round and pointed Collars and Net Collars, for Saturday, each.... 25c and 50c
AND THE NEXT ONE FOR ONE CENT

LACES

Cotton Torchon Lace, different widths; yard..... 5c
AND THE NEXT YARD FOR ONE CENT

Wide White Val Laces, Saturday, yard..... 10c
AND THE NEXT YARD FOR ONE CENT

L. E. Staples
MARKET ST., PORTSMOUTH

NOTIONS

Dress Shields 10c
AND THE NEXT PAIR FOR ONE CENT

Dress Snaps, black or white, 5c doz
AND THE NEXT DOZEN FOR ONE CENT

Package 8 assorted widths, white Twill Tape 10c
And the NEXT PACKAGE for ONE CENT

Envelopes, well gummed, white wove; bunch..... 5c
AND THE NEXT ONE FOR ONE CENT

Black Spool Silk, 50 yards on a spool ..... 2 for 5c
AND THE NEXT TWO FOR ONE CENT

Fancy Silk Elastic Hose Supporters; pair..... 25c and 50c
AND THE NEXT PAIR FOR ONE CENT

HOSIERY AND UNDERWEAR

Women's Lace Hose, black, tan, white or navy; Saturday, pair ..... 25c and 50c
AND THE NEXT PAIR FOR ONE CENT

Boys' White Athletic Shirts, for Saturday 15c
AND THE NEXT ONE FOR ONE CENT

Boys' Black and White Athletic Shirts, for Saturday..... 25c
AND THE NEXT ONE FOR ONE CENT

WASH TIES

Men's Four-in-Hand Wash Ties in a big variety of patterns and colors 10c
AND THE NEXT ONE FOR ONE CENT

Trailing Arbutus Talcum Powder, glass bottle..... 15c
AND THE NEXT ONE FOR ONE CENT

COTTON UNDERWEAR

White Petticoats with 16-inch flounce of Hamburg; Saturday 98c
AND THE NEXT ONE FOR ONE CENT

Children's White Drawers with hemstitched ruffle 15c
AND THE NEXT PAIR FOR ONE CENT

Children's White Muslin Drawers, lace trimmed..... 25c
AND THE NEXT PAIR FOR ONE CENT

DRESS GOODS

Five Pieces Fancy Mixed Dress Goods, Saturday, yard..... 50c
AND THE NEXT YARD FOR ONE CENT

Scotch Flannels, a good assortment of patterns; yard... 37½c
AND THE NEXT YARD FOR ONE CENT

Grey Hair Cloth for interlining, yard 25c
AND THE NEXT YARD FOR ONE CENT

UMBRELLAS

Children's Umbrellas, with natural wood handle..... 50c
AND THE NEXT ONE FOR ONE CENT

Ladies' Umbrellas with natural or mission handle..... 89c
AND THE NEXT ONE FOR ONE CENT

Peroxide of Hydrogen..... 15c
AND THE NEXT ONE FOR ONE CENT

Baby Talcum Powder..... 5c
AND THE NEXT ONE FOR ONE CENT

ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE ONE-CENT SALE

NEW NAVAL WARFARE METHOD WORKED OUT AT PHILA. NAVY YARD

Uncle Sam has a new fighting force in training at the Philadelphia navy yard, a force that in tests carried on at the League Island yard has placed the United States in the forefront of nations which makes a science out of warfare and defense.

It is a new branch of naval warfare, known as advanced base work, and speed and effectiveness are its keynotes. It forms a sort of portable war kit for Uncle Sam and it removes to a great extent the necessity of maintaining costly permanent army and naval bases over the world.

For with the new force Uncle Sam carries his own army base at the head of his advancing army, and his fleets are accompanied by a force of men and equipment that can set up a coaling station and protect a harbor within time that can be measured by a few hours at the utmost.

The men who make up this new force are being trained under Colonel George Barnett, in charge of the marines at the navy yard. Next winter the entire force of marines and the equipment of the advance base corps will be transferred temporarily to the West Indies for maneuvres.

A town on one of Uncle Sam's own islands will be captured and fortified by the force. An advanced naval base will be set up an equipped. It will be Uncle Sam's first real try-out of his new fighting machine and a training for the marines who man it.

The trial is new in the United States. Germany is the only other nation where this branch of naval warfare has been developed.

The Philadelphia navy yard shares in the benefits which will result from its organization in the United States. It means more marines at the navy yard as soon as the efficiency of the advanced base force is assured. And the new force is approving its efficiency every day.

So thoroughly trained are the marines in the new work that down at League Island they are proving by daily tests that they can land a company in an enemy's territory and have a wireless station set up and sending messages within three minutes and ten seconds.

Another company can set up a five ton harbor defense gun, build a platform for the gun and raise it into position within an hour and a half. A battery of these guns can protect the advanced base from any known attacking force.

While these squads are busy on land another company can plant the harbor of the base with mines and protect the submarine terrors with a powerful searchlight, set up and ready for action within one minute after it has been landed.

Speed Shown in Tests

The marines are roving this speed in the tests on the League Island parade ground. Next winter they will have a chance to prove the same efficiency in their sham attack on West Indian territory.

It requires no knowledge of the intricate workings of warfare and defense to understand the importance of the new work and its possibilities.

A naval advanced base is a harbor or rendezvous for warships on the coast of the enemy. It serves as a temporary navy yard, where battleships can recoal and undergo repairs under protection of the heavy guns which have been mounted on shore.

When a harbor has been selected because of its strategic importance, officers and men are sent ashore to make a military survey of the point and harbor. Basing his conclusions on reports and maps furnished by these men, the commanding officer determines the positions for guns, searchlights, submarine mines, magazines and observation stations.

A camp is elected and the advance base force landed. Preparations are then made for the troops detailed for infantry duty to protect the base work from infantry assault or from landing forces from the enemy's ships. At the same time all the armament and equipment for the defense of the harbor is landed. Mines are planted, wireless communications established, and heavy guns placed in position.

In case the strategic point is occupied by the enemy, the entire advanced base troops, infantry and field guns are landed under protection of fire of the ship's guns.

The Advanced Base Force

The advanced base force now at the Philadelphia navy yard is as follows: One company handling five inch guns which are permanently mounted in the establishment of an advanced base; one company of three inch guns dragged by men; one signal company; one company to lay and fire mines; a combined engine and machine gun company; one company to operate powerful electric searchlight.

The entire outfit weighs more than 500 pounds and can be carried on the backs of three mules. The wireless station can be set up in three minutes and ten seconds. The station is operated by Sergeant Kipness and Corporal Clarence Hicks, both expert wireless men. All the members of the signal company are expert in signal signalling, heliograph or sun signalling and fitting telephone lines, marine cable -Robon-ox

They also know how to lay a submarine cable and are experienced in telegraphy.

Includes a Railroad

The duties of the combined engineer and machine gun company comprise both the handling of machine guns and road and bridge building. The advanced base equipment at the navy yard include a mile and a half of narrow gauge railroad track which can be laid in a very short time.

When the track is laid the heavy guns which are to be mounted permanently re pushed on handcars to the point where it is desired to mount them.

The gun is a three inch piece and with the sleeve or holder weighs five tons.

The new type of gun which has just been acquired by the government is known as the Benet-Mercier, a French invention, and is declared to be the last word in machine gun ingenuity and workmanship.

One of the advantages of the new piece is that it can be fired with deadly effect from a low elevation and offers no target for the enemy. The members of the battery that operate it lie flat on the ground. It can be separated into small sections and reassembled in a short time. The parts are so light that they can be carried easily by members of the battery.

Mine Layers Show Progress

The company for the laying and firing of mines has shown great progress in the last few weeks. This company will get some practical experience when the advanced naval base is established in the West Indies next winter.

When a proper harbor is selected for the base it is the duty of the company to plant mines in channels and bays for protection against hostile fleets. For the protection of these mines after they have been planted a gigantic electric searchlight with a 30 inch projector has been added to the advance base equipment.

Searchlight Protects Mines

After mines are planted in a channel or entry bay of a harbor, it would be a comparatively easy matter for the enemy to send out a small boat at night and explode the mines, prior to a well planned sally of a hostile fleet. But with the searchlight playing in the bay or channel such an attempt would be immediately exposed to the fire of the heavy guns of the advanced base.

In actual warfare the gunners of a battery seldom see the target for which they aim. The target is located and the range fixed by the fire squad. The fire squad is frequently in a concealed position several hundred yards in the rear of the gunners. The battery commander gets the range and the angular bearing of the target, and he communicates by telephone to the gunners, these facts including the elevation and deflection.

The object of the demonstration in the West Indies next winter is to determine whether an advanced base can be established with just the force required to operate the guns and other apparatus.

Economy in men and time is just as important in naval affairs as it is in commerce.

Captain A. S. Williams, regimental adjutant, and in charge of the organization part of the advanced base work, is assistant to Colonel Barnett in developing the new branch of warfare. Captain Williams is thoroughly familiar with the work in its present early stage.

Miller Huggins Ready to Trade Even His Stars to Strengthen St. Louis Cardinals

St. Louis, August 7 Manager Miller Huggins of the St. Louis Cardinals is having troubles of his own attempting to build his team up. It is said he stands ready to trade practically any member of his staff if it will strengthen his forces. The Cardinals were long tail enders. At the season's start Huggins was reported to have said that if he didn't have a first division team by July 15, he'd quit. His players failed to gain the first division, and Huggins did not resign so it is to be presumed that he feels he can still make good as manager and boost his team up. If all the other players were as good as Huggins there is no doubt where the nine would be listed, for Huggins leads his men in batting and is a corking good all around player. Ed. Konoy, Harry Sallee, Bob Harmon, and even the recruits will be swapped if there is a chance to strengthen the club. Negotiations have been opened with the Giants, Reds, and other clubs, and if the Cardinals can get the long end of the deal anybody will go, barring Huggins himself.

BASE BALL

American League
Boston 4, St. Louis 1.
Philadelphia 7, Cleveland 1.
Detroit 2, New York 1.
Washington 11, Chicago 2.

National League
Pittsburg 9, New York 1.
Philadelphia 7, St. Louis 1.
Chicago 4, Brooklyn 3.

New England League
Fall River 3, Lynn 1.
Worcester 5, New Bedford 4.
Lawrence 5, Portland 4.
Lowell 12, Brockton 5.

KITTERY

Breezy Items From the Village Across the River.

E. G. Parker Post, G. A. R., meets this evening for their regular monthly business meeting.

Kittery was well represented at the Old Home Week celebration at Eliot yesterday afternoon, to attend the reception and listen to the addresses given by Gov. Haines and Congressman Hinds of Maine. Among those present were: James R. Philbrick, Charles A. Bowden, Dennis M. Shapleigh, Levi L. Goodrich, Daniel W. Marden, William Hurley, Charles Lawson, Josiah McCobb, Mrs. Hattie Wentworth, Mrs. John R. Wentworth, Misses Edith and Fannie Remick, Mr. and Mrs. Frank Kuce, Mrs. Cora B. Prince, Mrs. Edith Genthner.

Mrs. Ralph Newton and daughter Helen of Portsmouth were guests of Col. Jethro H. Swett on Wednesday.

Miss Lilla Hennick of South Hadley Falls is visiting Miss Agnes Froh on Government street.

Fred Sweet of Walker street is restricted to his room, on account of injuries received at his work at the Gale shoe shop on Wednesday forenoon.

Mr. J. B. Leighton and daughter Hattie are visiting friends at Tamworth, N. H.

Rev. and Mrs. Allison J. Hayes are expected home, Saturday, Aug. 8, after a month's vacation in the West.

At the regular meeting of Whipple lodge, I. O. G. T., Wednesday evening, the following officers were elected for the ensuing quarter: Chief templar, Frank E. Donnell; vice templar, Lucy M. Burnham; superintendent juvenile work, Nellie F. Meyer; financial secretary, Fannie G. Fernald; recording secretary, Lillian F. Goodrich; treasurer, Alice B. Wentworth; chaplain, E. Louise Donnell; marshall, Sarah L. Hutchford. Delegates and alternates were elected to attend district lodge at West Kennebunk on August 20.

Mr. George Manent of Pride's Crossing is visiting friends in town.

Mr. and Mrs. William Lord of Massachusetts are guests of Mr. Harrison J. Philbrick. Mr. Lord is a member of the 1st Maine Regiment, G. A. R.

Mrs. Mark C. Fernald, Newmarch street, passed another milestone on life's journey yesterday.

Mrs. Mary L. Stanton of Newton, Mass., is the guest of her daughter, Mrs. Frances Philbrick, Government street.

Business meeting of C. E. with Mr. and Mrs. Alex. Dennett this evening at 7.30 o'clock.

SELECTMEN'S NOTICE

We are spraying trees with arsenic of lead to kill the insects. All parties are authorized not to allow horses or cattle to eat any part of trees or grass bordering on highways.

Per Order,
BOARD OF SELECTMEN,
Kittery, Me.

SPRAYING OF TREES

The town of Kittery will commence spraying for brown-tail and gypsy moths on August 5th. Parties wishing their trees sprayed can have them done free of charge by applying to the man in charge of the spraying.

Per Order,
BOARD OF SELECTMEN,
Kittery, Me.

GAME SCHEDULED FOR FRIDAY AFTERNOON

A picked team of all-stars will meet the crack Greenland nine on Friday at the playgrounds at 6 p.m. A good game is promised.

PYTHIAN GRAND LODGE.

Will Meet in Manchester on Friday, Aug. 24.

The Grand Lodge, Knights of Pythias of New Hampshire, will meet in Manchester on Friday, Aug. 29, in Odd Fellows' hall. It is expected to be a thoroughly harmonious gathering and to complete its business during the day. In the evening, however, will be a gathering of exceptional interest in the meeting of the Knights of Khorassan of the state. This will be held in the New England Order of Protection hall at East Manchester.

It will open at 6 o'clock with a banquet and this will be followed by the meeting of the Knights and the ceremony of initiation. There are now about 225 members of the order and the members are striving to reach the 500 mark. The order is a "side degree" and only receives members of the Knights of Pythias.

It is expected that a large number of prominent K. P. men will be present and a large class initiated. After the ceremony there will be a stage entertainment.

Ford

NEW 1914 PRICES
Effective August 1, 1913

Model T Runabout........$500
Model T Touring Car...... 550
Model T Town Car........ 750

With Full Equipment, f. o. b. Detroit

Hiram E. Wever
79 Rogers Street, Portsmouth, N. H.

CHICHESTER S PILLS
THE DIAMOND BRAND.
SOLD BY DRUGGISTS EVERYWHERE

FRANK JONES HOMESTEAD ALE
Is just the beverage for the man who does a hard day's work.
REFRESHING—PLEASING
BUILDS BRAIN AND MUSCLE
Try it at your favorite cafe. Order a case of Brewery Bottled for home use.
FRANK JONES BREWING CO.

Timely Tips
Army and Navy Uniforms
Wishing for cool weather will not help you to enjoy these hot days, but we can help you if you will let us dress you in one of our
"VERIKOOL" SUITS
This is an English Fabric, very fine and light in weight, made especially for the hot days.
Call and look at the goods.
You will like them.
CHARLES J. WOOD,
MAKER OF CLOTHES OF TODAY.
Army and Navy Uniforms

Headquarters for New Hampshire People.
HOTEL BELLEVUE
Boston. - Mass
STRICTLY FIREPROOF.
Convenient to the Theatres and Shopping District.
HARVEY & WOOD, Proprietors.

McKenney-Littlefield Lumber Co.,
BUILDING MATERIALS
Cedar Posts, Stakes, Fence Pickets
ROOFINGS
Estimates given to furnish all or any of the materials for your buildings.
328 Market St., Portsmouth

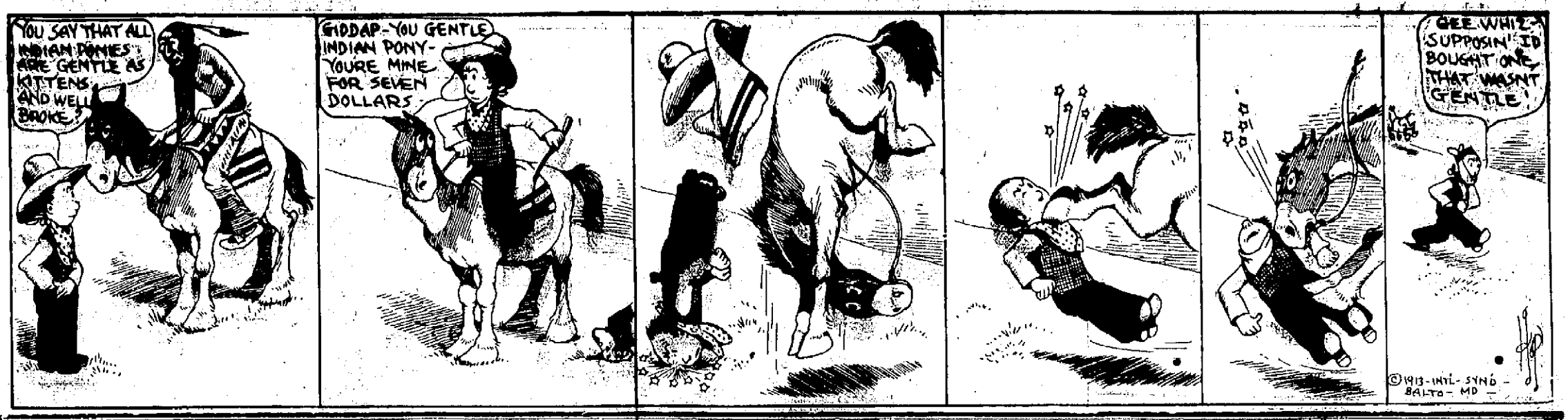
SEND US YOUR ORDER
then you are sure that a full load of good, clean coal will be delivered promptly as you direct.
COAL THAT WE SELL
is clean and will burn brightly. It's free from dust and clinkers and gives good satisfaction.
Our prices are satisfactory, too. Ask us about them.
THE CONSOLIDATION COAL CO.
Chas. W. Gray, Supt. Phones 38 & 39

PORTSMOUTH BRANCH
PLYMOUTH BUSINESS SCHOOL
Fall Term Opens Sept. 9, 1913
Enroll Now. Write for Illustrated Catalogue.
Times Building. Tel. Con. E. C. PERRY, Prin.

SCOOP THE CUB REPORTER

What's The Indian Word For Gentle?

BY HOP



Sugden Bros.

ASPHALT SLATE SHINGLES.
See these goods before you shingle. Fireproof and guaranteed for 10 years from all defects.

Everything from Cellar to Roof
Cor. Green and Vaughan Streets, Portsmouth

SECRETARY DANIELS GETTING READY TO ANNOUNCE NAVAL POLICY

Washington, Aug. 6.—Josephus Daniels, Secretary of the Navy, has returned to Washington filled with ideas of conservation and expansion, gathered during his month's inspection of the naval stations on the Pacific coast. Few of these ideas have reached a concrete stage as yet, and Mr. Daniels explained that the mass of statistics and recommendations gathered would have to be judiciously sifted out before a definite program could be promulgated.

"There is one thing certain," said Mr. Daniels, "I would not divide the Atlantic fleet. This would be a complete fallacy from the point of naval strategy. When the Panama Canal is opened the Atlantic fleet will, however, be as much at home on the Pacific as it will be on the Atlantic. As soon as the canal is completed the fleet will make frequent trips through it, sojourning a short or long time, as the case may be, first on one coast and then on the other. If possible the fleet will always be kept intact. Late in October the entire Atlantic fleet will go to the Mediterranean for a short cruise. It will return to the United States in time for Christmas. This cruise will afford the officers and men practice in navigation and will give the enlisted men the "chance see the world" which is glowingly pictured in the navy's advertisements.

"The whole navy has set its mind on having the Atlantic fleet go through the Panama Canal in solid formation as soon as possible. This shall be done as soon as the fleet returns from its foreign cruise. The battleship Oregon, of Spanish-American War fame, will lead the procession. It has been said that it will take skilful navigation, but I think our navigators are equal to the task. I understand from the Isthmian Canal Commission that the water from the Gatun Lake is to be turned into the canal about Oct. 15. This, of course, means that we can get a ship through there probably the first of the year. If this supposition is correct, the Atlantic fleet will pass through the Panama Canal either just before Christmas or just after New Year's. Estimates for more dry docks on the Pacific coast probably will be asked for in a short time.

"We need more marines on the Pacific and on the Gulf coasts. I found that the people in Oregon, Washington California and, in fact, every state that I visited, had the greatest admiration for the Marine Corps. The enlisted personnel of the corps is nearly up to the number allowed by law now so I suppose that as soon as the canal is open there will have to be a redistribution, some going from the Eastern stations to the Gulf and some to the Pacific coast. It has been suggested that I recommend to Congress an increase in the Marine Corps, but on this question I am not yet ready to commit myself.

"I examined every stream of water, every harbor and every island on the Pacific coast which looked as though it might eventually be needed as a naval base, station or yard. Some of them, in years to come, undoubtedly will be used by the navy. When making the trip from Seattle down the coast to San Diego, I also had my eye on proposed torpedo ranges and was constantly on the lookout for likely spots for future coaling stations. Later in the year I may have some very interesting recommendations to make regarding these places."

"I saw everything the navy owns on the Atlantic coast some time ago," continued Mr. Daniels, "and now I feel that I am fit to go ahead, sift out the mass of information which I have gathered and form some sort of definite policy. It will be a long time before I get everything into shape, but when I do it can be easily seen that I have based my conclusions not on information gathered by others but upon my own personal information."

Secretary Daniels has not yet decided on any recommendations of policy in regard to the navy yards of the Atlantic, Gulf and Pacific coasts. It is known that he favors in general extensive development of all shore station facilities. Thus far he has not indicated any sympathy with the policy of his predecessor, Mr. Meyer, which was to abandon such stations as he considered useless and expensive. Mr. Daniels favors the increase of shipbuilding facilities at the principal navy yards. It is understood to be his intention to have the navy in position so that it will not be necessary to give any construction work to private contractors, unless it is desired to do so. The suggestions he has already thrown out about developing and improving the navy yards on both coasts have indicated his program may be more elaborate and expensive than Congress is prepared to support with appropriations.

There are good days ahead for the southern navy yards and stations. If Secretary Daniels can manage to get the necessary appropriations to carry out his ideas. The Secretary let it be known that he considered it poor economy to ally the vast sums of money represented in the construction and equipment of these plants to go to waste without any adequate return.

A BOY WITH THE WONDERLUST

The wanderlust habit which has grown in the lad's system since boyhood, and which in late years has developed to such an extent that he has absolutely no control over his own mind, has left Henry Sampson, a 16-year-old inmate of the State Industrial school, in a novel condition.

Seized with a sudden desire to roam the boy forgets himself for a minute, and then, with lightning rapidity, makes a bold dash for freedom.

When captured, he returns to the school in a calm state of mind, and tries to figure out just why he should leave a comfortable place to go nowhere in particular. He himself is unable to account for the sudden desire to run, and, when free, to steal from a store or house, whichever may appeal to him. He is one of the most peculiar lads that has ever been sent up to the Reform school, and the superintendent as well as the officers have tried to study him out unsuccessfully.

Young Sampson was first sent up to the Industrial school over three years ago for larceny. He enjoyed the surroundings and appeared perfectly willing to remain at that institution during his term. But one day, while enjoying a few minutes of recreation with the other boys, it suddenly dawned upon him that, by jumping the fence, he could escape. Like a flash he acted on the impulse and made good his escape. He was caught several days later and returned to this city, satisfied with his action and none the less repentant.

Last December he was discharged from the Reform school, following the expiration of his time. He went to his home in Concord, where he remained for several days. The wanderlust spirit came over him again and he ran away from home and returned to the Industrial school. He asked Superintendent Morton to allow him to remain, but on the next day appeared willing to return home.

At the Capital city he was content to remain with his parents for a time, when the same old desire to steal came upon him. He left his home and went out in the night. There was a store near by, and he crawled in and rifled the place. The next day he was arrested and sentenced to the Reform school until he reached the age of 21 years. He began his term on March 22 of this year, and since that time has made many attempts to escape.

His latest try was last Wednesday when he broke loose and attempted to cross the Merrimack river. His freedom was short lived, and he returned very docile to the institution. There is no doubt in the minds of the officials but that he will attempt another flight at the first possible chance. It runs in his system and is his one desire—to roam.

The lad's case is a peculiar one, and is attracting considerable attention. In explaining his actions, Sampson says that, like a shot, he takes a fit of running away. It dances before his eyes and rankles in his entire system until he has an opportunity to make another attempt to break loose. When caught, he makes no fight, but simply returns to school and forgets the whole incident.

Six escapes have been attempted by the lad in his two terms at the Industrial school. There has been no other incorrigible at the institution like him. Sampson is but 16 years of age, but is large. He has five years more of Industrial school life before him.

OPINION OF BOARD OF HEALTH CONFIRMED

Dr. C. E. Johnston, chairman of the Board of Health, on Wednesday, received a report from the Harvard Medical School Laboratory on the head of the dog of Rufus Woods sent there, suspected of having died of the rabbies. The opinion is signed by Dr. Langdon Frothingham, M. D. V., and briefly he states that in his opinion the dog had the rabbies.

After going into the details he states that he found in the Gasserian Ganglia, extension lesions of the type found in rabbies. In study of 1000 brains I have not infrequently met with the results as above. Inoculation have confirmed the diagnosis in almost every case. A possible error probably not reading one per cent. It is therefore my opinion that this dog had rabbies.

Signed, Langdon Frothingham, M.D.V.

This would bear out the contentions made by the Board of Health and state veterinarian, and this being the case, owners of dogs should watch for any developments and if any sickness at all appears confine the animal at once.

NOT NOW "GOD'S ANOINTED"

Kings Seem to Have Lost Much of Glamor With Which They Once Were Surrounded.

See (or behold) the king!

No one sees a king, unless, possibly, at a game of poker. The proper thing is always to behold him.

The king presides at functions, attends the race track, issues messages to constitutional bodies which have previously been written by the ministers, piles up debts and leads a double life. He also attends wars, where he occupies an important strategic position (with the other statesmen who have brought on the war) at a place called "headquarters," which is usually about eighteen miles in the rear of the battle.

Some say that the king is a back number. He has been held up to ridicule so long that even the proletariat is no longer in awe of him. Still, by a sort of royal inertia, he continues to exist—like the vermiform appendix.

Some kings are fat and others are thin; some tall and others short; all kings are uneasy; this king is no exception to the rule. He has a number of crowns, some of them larger than others, in order to fit the various sizes of his head.

He keeps on hand a collection of prerogatives, which he uses more sparingly than was his wont.

The king usually keeps a dress suit case packed with a few necessary clothes in the event that he may have to leave the throne and his creditors in a hurry. This shows that kings are oftentimes wiser than they seem.—Life.

To Clean Satin Shoes.

Take a piece of flannel and dip it into spirits of wine, rub the satin the way of the nap, turn the flannel as it gets soiled. Any light color may be cleaned this way. White satin shoes should always be kept in blue paper, or the satin gets discolored.

When to Buy Shoes.

To get comfortable fitting shoes, buy them late in the afternoon, when the exercise of the day has spread the muscles of the foot to their largest extent.

There was a fancy costume ball at the Farragut on Wednesday evening.

EXPLODING MINES IN LOWER HARBOR IN BATTLE PRACTICE

The annual mining practice of the 156th Co. Coast Artillery at the Forts in the lower harbor, is being held with the Mining Steamer from Portland post being used.

Wednesday the full charge mines were laid from Whaleback Light into Fort Constitution and a target ran over the field and the mines exploded from the shore stations. The mines were to have been exploded at 2.30 but it was after four before conditions were right and then some good work was done by the company. The exploding mines throw up volumes of water hundreds of feet in the air.

The 156th company is what is known as a mining company and this work is part of their practice.

NO QUORUM STOPS COUNCIL MEETING

A special meeting of the Mayor and Council was called for Wednesday evening for the purpose of passing the usual tax discount resolutions, but there were only four of the Councilmen present and the meeting was called off for want of a quorum.

Owing to the fact that the Tax Commissioners held up the local assessors the tax bills are nearly two months at east late, and when the Council meet the usual resolution will be passed, with a forty instead of a sixty days allowed for the discount.

A horse attached to one of the teams of the American Express Co., in attempting to turn from Vaughan into Hanover street, slipped on the asphalt Wed. morning and the window of Freeman's bakery was wrecked by the shaft coming in contact with it.

GRANITE STATE FIRE INSURANCE COMPANY
Of Portsmouth, N. H.

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FIRST PRIZE 1 9 45723
CONTEST FREE 8 6

Rearrange numbers in 3 rows, 3 figures each, so each row totals 15. The 5 nearest correct answers will be given one lot free, fronting gravelled street; high, dry, level, 10 minutes' walk to station. Contest closes Aug. 14. DURFEE REALTY CO., Johnsonville, N. Y.

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THE VETERINARIAN
Telephone 250-4 Portsmouth, N. H

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WEEK COMMENCING
Monday, Aug. 4,
WM. DUDS. J. FLYNN Presents
The Farcical Musical Comedy
LOST STRAYED OR STOLEN
In Two Acts—New Music, New Dances, New Scenery—Pretty Chorus of Singing and Dancing Girls

NOTICE.

Berry pickers, people on electric cars that smoke and throw lighted matches, cigarette and cigar butts away, persons going in the woods this dry season, are warned against all carelessness in regard to starting forest fires. And person caught will be prosecuted to the full extent of the law, which is a very heavy fine.

W. F. WOODS, Chief Eng.
H. C. WALLACE, 1st Asst. Eng.
J. M. VARRELL, 2d Asst. Eng.

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Nothing to Equal this in New England.
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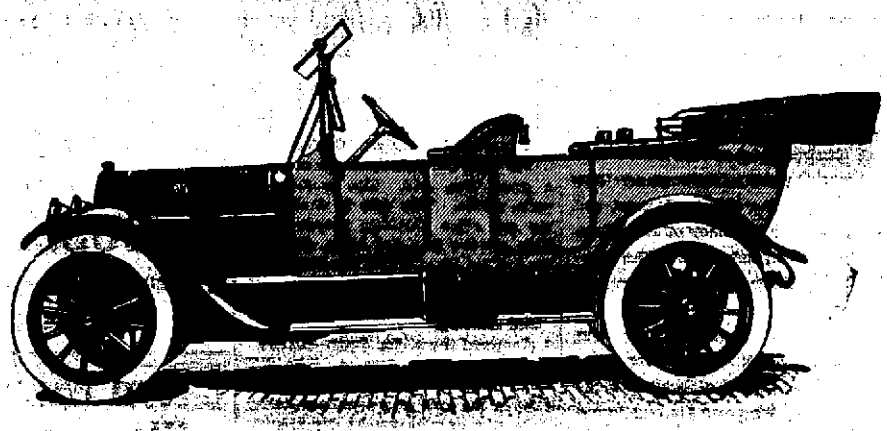

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The Portsmouth Herald

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FOR PORTSMOUTH AND PORTSMOUTH'S INTERESTS

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Portsmouth, N. H., Thursday, August 7, 1913.

The Abandoned Baby.

Could you believe that a baby abandoned on a doorstep, in an areaway, on the street, or elsewhere, has a better chance of surviving the ills of childhood and reaching maturity than the average baby cared for by its own mother?

You would not think it possible that a child turned adrift at birth, left out in the cold or wet, would have, physically, a better prospect of life than the average baby in its mother's arms. But it is the fact, says the Mirror. It's strange but true.

Figures furnished by the New York Association for the Improvement of the Poor show that in that city only 11 per cent. of abandoned children die under the age of two, while 13 per cent. of all the children born in the city die under that age.

To quote the general agent of the association, "A foundling today in charge of the general committee is a better insurance risk than a child having the care of its own mother."

Why do the children abandoned on doorsteps fare better on the average than those that have their mother's cars?

Because the foundling is kept in a room where it has sufficient fresh air. Because it is kept reasonably and evenly warm in winter and cool in summer. Because it is fed sufficiently, scientifically and, above all, regularly.

These are the simple reasons assigned by the association for the fact that the child which would seem to have the least chance of growing up healthfully really has the best chance.

It is an antique stock joke that none know so much about raising babies as old maids. Well, the fact is that a corps of unmarried women, especially trained, are teaching the mothers of New York how to feed and otherwise care for their babies, and are thus turning thousands of sickly and fretful infants into healthy and happy ones.

Although philanthropists contribute liberally, and skilled physicians give their services free, in maintaining pure milk depots and consultations, in which advice is given regarding undernourished babies, there is a discouraging failure on the part of mothers to avail themselves of these advantages. The more successful part of the work is done by the trained nurses, who go into the homes, seeking out sickly babies and prevailing upon the reluctant mothers to adopt better methods.

Mother love is the strongest passion known to humanity; and yet there is striking commentary upon the beautiful development of brotherly love in the fact that a philanthropic institution can and does do better for a child than the average mother can.

Perhaps some day that brotherly love will be developed to the point of enabling every mother herself to do for her own child the best that can be done.

Let us hope so, for that would be philanthropy in its highest perfection.

The Ideal Husband.

Out in Kansas the college girls have fixed the standard for the ideal young man and possible husband and throughout the state in the colleges and Women's Christian Association buildings there is posted the list of things that go to make up the Kansas ideal man. They are as follows:

Height, 5 feet 11 inches.
Weight, 159 pounds.
Chest, 40 inches expanded, 34 inches contracted.
Waist, 30½ inches.
Must make a good appearance, but need not be handsome.
Must be careful of personal appearance, but not a dandy.
Must be jolly, accommodating, considerate and a true sportsman.
Must be a good conversationalist, but not a flatterer.
Must revere and respect the aged.
Must show courtesy to men and women.
Must not smoke, drink nor be found guilty of attendant evils.
Must not recognize a different standard for men and women.

The physical qualifications were the averages taken from the reports of hundreds of girls of the State, each girl being asked to submit the measurements of what she considered her ideal man. The nine commandments for the ideal young man were chosen from hundreds of statements of girls who were asked to specify the requirements each would make, and the nine items most mentioned in the letters were the ones taken as the average ideal young man.

It, however, is dollars to doughnuts that the state of Kansas, as well as nearly every other state in the Union, has a certain percentage of old maids, that on a narrow squeeze to obtain a husband, would be willing to overlook a few of the required qualifications selected for the ideal husband.

GREENACRE MUST BE KEPT TRUE TO MISS FARMER'S IDEALS.

To the editor of the Herald:

Friends of Greenacre both near and far are rallying to the support of Miss to keep its platform broad, its spirit universal and its invitation free to all who have a helpful message to communicate. Sympathizers identified with the earlier years of Greenacre activities are especially hopeful that spiritually fruitful seasons similar to those are soon to be realized once more. With Miss Farmer now so nearly restored to health, her enthusiasm for the "Greenacre of the Future" and her large-hearted appeal for service whereby to further its ideals should easily surmount the factional differences that have arisen during her unfortunate illness. But this confident outlook is largely based upon the strength of the support that will come to Miss Farmer at the annual meeting of the Fellowship on August 11, at the Eliot Inn. It should be understood that all who have in any year joined the Fellowship and never resigned are members at will and there is nothing in the bylaws which rules them out from participation in the annual meetings.

A persistent effort, stimulated by sectarian zealotry of a kind that is common in oriental countries but happily rare here—where men and women are expected to be sufficiently educated to assert the self-mastership of the individual soul in all matters pertaining to religion instead of pinning their faith to any self-constituted "Master"—has been quietly gathering strength with the purpose of gaining complete control of Greenacre. The people indentified with this movement prevailed upon Abdul Baha to visit Greenacre last year. He came, he saw, and there are those who say that he conquered. His followers, of course, were mightily stimulated by his presence and hoped to be stimulated again this year, but now they have ceased to hope, since a message has been received from Abdul Baha, stating that he will not visit Greenacre this year on account of the dissensions there and, furthermore, that he wishes nothing done which in any way opposes Miss Farmer's desires as director. This is a fact, although disbelieved by some.

It now remains for the true friends of Miss Farmer, whatever may be their religious affinity, to get together and make this wise counsel prevail, since there is no telling to what lengths fanatical sectarianism — especially while claiming to be universal—may go, after acquiring a momentum difficult to control. Miss Farmer is outspoken as to what is most needed and there is no room for doubt that she has the power to change the membership of the Trustees at any time she sees fit, so that there may be an efficient and harmonious board constantly co-operating with her in the management and seeing to it that the Fellowship house provided for in the bequest of Mrs. Cole is erected without further delay.

Greenacre is by no means "gone" as a disaffected trustee has recently declared in a letter to the Boston Transcript. By no means can such an outcome occur, because there are many aspiring souls who have found there an unfailing spring of divine hopefulness for the attainment of the best that can belong to true manhood and womanhood. That hopefulness will continue to find ways and means of expression, no matter what becomes of private ambitions. The time is coming when those "little elves of little selves" that have been belittling Greenacre will appear so microscopic that the future historian of its far-reaching activities will hardly deem them worth notice. Perhaps their present possessors will some day share this estimate and come to acknowledge that

"Small shapes close held to rapturous eye
Bulk larger than the lords of earth or sky."

Boston, Aug. 4, 1913. W. S.

Cupid Has His Eye on These Two Fair Daughters Of the Czar of Russia, Olga, 17, and Tatiana, 16.

This is the latest and most interesting picture of Grand Duchess Olga, eldest daughter of the czar of Russia, and her next younger sister, Tatiana. It was recently rumored that Grand Duchess Olga was engaged to Prince Charles, eldest son of the crown prince of Roumania. Over two years ago it was reported that the grand duchess would marry her cousin, the Grand Duke Dmitri. She is said to have been deeply in love with him and later to have refused to marry Prince Boris of Bulgaria on Dmitri's account. Grand Duchess Olga, at the left in the above picture, is not yet quite eighteen. She was born Nov. 8, 1895. Her next younger sister, the Grand Duchess Tatiana, is only seventeen months younger, having been born May 29, 1897, and the two girls appear very nearly the same age. In spite of their simplicity and girlishness the two royal maidens have a queenly bearing and much dignity of manner. In fact, they seem to reflect much of the seriousness of their mother, the czarina. Both the youthful grand duchesses hold military offices. Olga is chief of the Third regiment of hussars of Elizabethgrad, and Tatiana is chief of the Eighth regiment of uhlans of Voznessensk.

CURRENT OPINION

NEW ENGLAND SHOULD SEND MONEY.

New England needs only the vision, the plan, the groundwork of her destiny to be revealed to virile youth, and she will emerge the richest, the most efficient, the most progressive and helpful section of the country.

First the gospel of city planning must be preached to the end that all the "inefficient, incomplete, archaic and obsolete mechanisms which now delay and hamper progress shall be transformed by competent engineers into municipal mechanisms of the greatest perfection. For this work must and shall be done, otherwise the very life and indutrial supremacy of New England will steadily decline under the pressure of despondency and the competition of the splendidly optimistic and creative Western and Southern sections of this country.

Instead of raising sums of money to advertise the advantages of our cities while in an incomplete and imperfect condition for the purpose of attracting new enterprises, we shall advertise our municipal bonds for the making of improvements and in this way advertise the prospects and future perfections of our cities. This will be a sound economic policy.

New England, for the development of its cities and manufacturing towns, should sell in the next ten years a thousand million dollars' worth of municipal bonds for perfecting their physical factors up to the highest standards of efficiency. We shall find that if this is done under the direction of competent engineers that assessable values will rise faster than is necessary to pay the interest on these bonds. There will be no need to increase taxes to meet the interest requirements. Permanent values will be increased fourfold.

But these bonds must be issued in popular denominations and sold over the counter so that all who wish to do so may participate, even our own citizens. They pay the taxes out of which interest is paid on these bond issues. Why should they not be permitted to buy the bonds and receive the excellent rates of interest instead of always paying it all to others? When the citizens of our municipalities own some of the securities they issue, they will take more care of their own properties, and become better citizens.

With this exercise of wisdom and foresight, we shall attract the favorable attention of investors all over the world. The attraction of our cities will soon begin to draw new industries, and individuals of power and enterprise will follow these investments, the tide of pioneers turn back upon New England. Following the investments in our municipal bonds will flow money for the development of our water powers, our agriculture, our railroads. Our virile, ambitious and creative young men will remain in the land of their birth, and the capable of other lands will come here because of the great widening of the fields of opportunity.—George B. Gallup, Boston.

KITTERY POINT

What Is Happening In the Harbor Town.

The Good Luck Whist Club was pleasantly entertained on Wednesday afternoon by Mrs. Fred Chase. Prizes were awarded as follows:

First—Mrs. Florence Lewis.
Second—Mrs. Ina Paul.
Third—Mrs. Lottie Blake.

The club will meet next week at the home of Mrs. George Gunnison.

Mrs. Fannie Smith of Portsmouth was the guest of Mrs. Anna Borden on Wednesday.

Arrived—
Schooner William, Thomas Calais, Me., for Boston.
Schooner Ontronto, Millbridge, Me., for Boston.

Arrived—
Schooner Electric Light, Friendship, Me., for Boston.
Power yacht Barranda, L. V. Percival, owner, from Marblehead.

Arrived and sailed—
Steam yacht Kestrel of New York, D. C. Clark, owner.
Sloop yacht Cossack of New York, Frank B. Drake, owner.

Sailed—
Schooner yacht Osana of New York E. M. Padleford, owner.
Steamer Charles F. Mayer for Baltimore.

Miss Ruth Picott of Portsmouth was the guest of Miss Annie Phillips on Wednesday.

Mrs. Samuel Fletcher is recovering from her recent illness.

Wallace Colby has returned from a visit to Portland.

The S. V. Fancy Work Club enjoyed their annual outing on Wednesday at Nahant, Mass. Those participating were Mrs. Emery R. Currier, Mrs. Frank T. Clarkson, Mrs. Frank Blake, Miss Margaret Fletcher, Miss Augusta Phillips, and Mrs. Henry Marden.

Mrs. Edward Holmes and daughter of Wilton, N. H. are the guests of Mrs Henry Colby.

Frank Marden of Somerville, Mass., is visiting Mr. and Mrs. O. L. Frisbee on Tavistock Island.

William Emery of Portsmouth visited friends in town on Wednesday.

Mrs. Curtis S. Chick of North Kittery, passed Wednesday with her parents, Mr. and Mrs. L. H. Sawyer.

Mrs. Catherine Bray is entertaining friends from Massachusetts.

Captain Arthur L. Hutchins was a visitor in York on Wednesday.

It has just been discovered that lightning has recently struck the mast of a sloop belonging to Walter Chambers of Brookline, Mass., at present a guest at the Parkfield Hotel. The sloop was hauled up on Moore's Island last autumn and had not been launched this season. The bolt shattered the mast head badly, and passed down through the craft's bottom, leaving a hole which undoubtedly would have sunk her had she been afloat. Persons living in the vicinity recall that during a thunder storm on July 6, lightning apparently struck uncomfortably near their homes.

The explosion of submarine mines in the lower harbor on Wednesday furnished a spectacle not equalled since the explosion of Henderson's Point.

PORTSMOUTH THEATRE PROGRAMME

Wednesday and Thursday

THE STRUGGLE—Kalem, in two parts.

A powerful story of Capital and Labor with the principal scenes set in a great iron mill. The workers go on a strike. The mill is fired, here we see some thrilling rescue work. This picture is acted by a fine cast headed by Mr. Carlyle Blackwell. **See it.**

Act, Ruth Hayward, Singing, talking and dancing.

A Proposal from the Duke—Edison

(Being the first story of "Who Will Marry Mary?) Mary's fortune looms large in the eyes of a penniless Italian Duke who dazzles her by his heroism in rescuing her from a fire, set by a bribed stableman. **Featuring Miss Mary Fuller.**

ACT—Allen & Francis, Singing, talking and dancing.

Roses for Rosie—Lubin

A nice comedy—he sends a pair of trousers to his fiancee instead of flowers, but—

Gettying Married—Lubin.

Is another fine comedy on the same reel. He gets the money by being married just as the clock strikes 12.

Homespun—Essanay

Inez's father, reads an article in the papers concerning the family friction, and decides to visit his daughter and try to bring about a reconciliation. A story showing a father's love for his daughter. **Featuring Mr. Thomas Cummerford.**

TAGGERS ATTENTION!

There will be a meeting of Taggers in St. John's chapel State street, Friday afternoon at 3 o'clock. All girls and boys who are willing to help and who have not yet been assigned to districts are invited to come.

The Appledore

ISLES OF SHOALS

Off Portsmouth, N. H.

No noise, no dust, only the sound of the sea on every side, in the subtle charm of which the stress and strife of life on the mainland are forgotten as the ills of the mainland are left behind.

In all respects better than an ocean voyage.

Plan to pass at least some part of your summer's rest at the famous Appledore House, and enjoy the beauties of this delightful island group.

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BREEZES FROM THE NEIGHBORING RESORTS

New Castle-by-the-Sea.

Mrs. C. J. McKee and Miss Esther Jones of Brooklyn, N. Y., are staying at Hotel Wentworth.

Miss Weldman and Mr. and Mrs. J. M. Smith of Pittsburgh are guests at the Wentworth.

Mr. William McKee of Boston is registered at Hotel Wentworth.

Mr. and Mrs. W. C. X. Bull of New York city are staying at Hotel Wentworth.

Mr. Lathrop F. Baldwin of New York is registered at this hotel.

Rev. and Mrs. James H. Larson of Watertown are at Hotel Wentworth for a sojourn.

Mr. H. G. J. Upham, Miss Caroline G. Upham and Mr. and Mrs. C. B. Raymond of Milwaukee are sojourning at the Wentworth.

Mr. and Mrs. W. A. Wilson of Greensburg, Pa., are visiting at the Wentworth hotel.

Miss S. Beatrice Wheeler and Mr. C. H. Wheeler of Boston are at Hotel Wentworth to spend their vacation.

Mr. and Mrs. J. G. Minot and Mr. Grafton Winthrop Minot of Boston are guests at the Wentworth.

Mr. J. W. Horne, Mr. Franklin P. Abbott, and Mr. and Mrs. Arthur Pierce of York Harbor are registered at the Wentworth.

Dr. and Mrs. C. H. Thomas, Miss A. Champion, Dr. J. Francis Weber, a party from Philadelphia, and they are old guests, returned again for this season.

Other prominent arrivals on August 5 include: Mr. J. O. Stokes, Mrs. Aldridge, Miss Cole, New York; Miss A. C. Webber, Miss E. B. Welch of Lowell; Miss Nina Barroll of Elizabeth, N. J.; Mr. and Mrs. Howard Kellogg, New York.

Mr. and Mrs. Francis Henry Appleton of Peabody are staying at Hotel Wentworth.

Mr. A. T. Osborn, Miss Henrietta H. Allan, Mr. W. A. Osborn and chauffeur of Cleveland, O., make up a party who will spend August and September at the Wentworth. They are old guests of the house.

Mr. and Mrs. George F. Downs, Buffalo, Mr. and Mrs. A. S. Jackson of Chicago, Mr. and Mrs. C. E. Nevin of Merchantville, N. J., Mr. F. Gillinder of Philadelphia, Mr. J. E. Duffield of Camden, N. J., Mr. and Mrs. W. M. Runyon of Brooklyn, make up a touring party who are sojourning at this popular rendezvous.

Other arrivals on Wednesday noted among the guests are: Miss Dorothy Lewis, Brooklyn; Mr. and Mrs. E. E. Keyes, Rutland, Vt.; Mr. and Mrs. Henry Bronner, Mr. and Mrs. M. H. Bronner, Philadelphia; Dr. Arthur Deans Swan, Mrs. A. D. Bevan and chauffeur, Chicago; Mr. and Mrs. W. H. Hartman, Pemberton, N. J.; Dr. Cress, Waynesboro, Mo.; Mrs. E. T. Davis, Philadelphia; Mr. and Mrs. E. W. Harrol, Mrs. H. L. Stratton, Miss Mollie Stratton, Bridgeport; Mr. and Mrs. R. W. Parsons, Miss Helen Parsons, Mr. B. A. Walker, Mr. W. S. Warren, New York; Mr. Charles Parsons, Mr. and Mrs. Jefferson Hogan, New York; Mrs. C. T. Crocker, Fitchburg; Mr. and Mrs. Barton Crocker, Morristown, N. J.; Mr. and Mrs. C. S. Dean, Troy; Mrs. D. F. Ghreer, Miss H. B. Lawrence, U. S. Navy; Mrs. L. S. Ward, Mr. Lee Yates Ward and maid, Rochester, N. Y.; Mr. J. G. Bent, Boston; Mr. and Mrs. J. H. Hall, Milton; Mr. F. A. Stevens, Mr. R. L. Jones, Mr. W. C. Sullivan, Providence; Mr. and Mrs. Chester C. Bolton, Cleveland; Dr. Robert B. Farrington, Mr. William H. Smith, Boston; Mrs. G. B. Bayard, Atlanta; Mr. E. C. Johnson, Miss Margery K. Johnson, Mr. Kenneth C. Johnson, Hartford; Mr. and Mrs. J. Clarence Davies, New York; Dr. and Mrs. D. G. Rothwold, Mr. and Mrs. Fred L. Space, Wilkes-Barre, Pa.; Mr. and Mrs. George Swain, Miss Grace M. Swain, Miss Ethel P. Swain, New Britain; Col. and Mrs. L. D. Lit and party, Philadelphia; Mr. George E. Geary, Portland; Mrs. Warren Thorpe, New York; Miss E. H. Jones, Boston; Mrs. Francis G. Lee, Mr. John G. Lee, Littleton; Morris A. Lava, Lorin A. Lava, Minneapolis; Miss Josiah Anstice, Miss Emily Anstice, Mr. and Mrs. M. H. Anstice, Rochester; Mrs. Mason Campbell and maid, Philadelphia; Mr. and Mrs. E. Everett Rowe, Brooklyn; Mr. and Mrs. H. G. Wilson, Bristol, R. I.; Mr. D. M. Mallin, Jr., Ambler, Pa.; Mr. C. C. White, Philadelphia; Mr. H. S. Lee, Wynnewood, Pa.; Mr. A. A. Garthwaite, Conshohocken, Pa.

Doings of the Past Week at the Wentworth.

Informal frolics gladden the days at Hotel Wentworth and help to set off the more formal ladies and men's singles tennis tournaments, which is the star attraction here this week. The preliminaries are being played off and the contestants are doing splendid work. Handsome trophy cups will be awarded to the winners of both tournaments. On Saturday, August 9, a handicap medal play tournament will be held at the Golf Club, with trophy cups for prizes for the best gross and net scores. The event is looked forward to with much enthusiasm, the links being in splendid condition, and many entries are being made.

This hotel, made famous as the dwelling place of the Russian-Japanese commissioners while they were reaching terms of peace, is the center of social activities for this section, and the Saturday evening formal hop attracted many of the fashionable set from nearby resorts, who evidently find a dinner and dance at this gay resort a very pleasant diversion. Noticeable among these regular week-end guests are Mr. Chester S. Lord, formerly editor-in-chief of the New York Sun, and his son, Mr. Kenneth Lord, City editor of the same paper, with a large party of friends who are spending the summer at York Harbor, motoring down in their Pierce-Arrow cars. The feature of these week-end trips, as stated by Mr. Lord, is that one member of the party invites all the others as his guests, and the succeeding week some other member does likewise, and their visit is looked forward to here with pleasure every Saturday.

The Sunday evening concert was unusually enjoyable, the chief factor of the program being the rendition of several zither solos by Mr. Carl Behr, director of the hotel orchestra.

The Monday evening impromptu fancy-mock masquerade, organized by Mr. Harold H. Ellis of Boston, who has taken an active interest in the social affairs here, proved to be quite an innovation. Mr. Ellis impersonated an English jockey, and others taking part were very cleverly gotten up to take off commerable characters. There was a grand march, followed by Virginia reel, tug of war, mock turkey trot, etc. Cards were passed among the guests and votes taken for small children's prize and prize for adults. The children's prize was awarded to little Miss Torrey of Chicago, just past six years old, who was dressed as the Lady Gainsborough. The first prize for adults was awarded to Mr. Edward E. Babb, Jr., of Melrose, impersonating a suffragette.

On Wednesday afternoon there was mine practice at Fort Stark, about a mile from the hotel, and the explosions, resembling so many geysers over 100 feet high, were viewed from the piazza. Exhibits at both Fort Stark and Fort Constitution are of frequent occurrence and a cordial invitation by the officers is always extended to the guests. A popular diversion for all new-comers is visiting these forts and the navy yard, as well as many other of the historical points of interest in the immediate vicinity.

Touring in motor cars is today one of the most popular of all forms of summer recreating, and several hundred of these tourists are entertained here each week, many parties during the past week coming clear from the Pacific coast.

One of the fads of the week has been deep sea fishing and some splendid catches have been brought in.

Mr. Pearl Wight, a prominent banker and merchant of New Orleans, is spending the month of August at the Wentworth with his wife and daughter. Mr. Wight was one of the organizers of the progressive movement, and is national committeeman for the progressive party for the State of Louisiana. Miss Wight is one of the ex-queens of the New Orleans carnival, or Mardi Gras, having been chosen for that important position some years ago.

Mr. and Mrs. Sanderson, of Connecticut; Miss Hadley of Cambridge; Miss Hawkes of Springfield, Mass.; Mr. and Mrs. Abbie of Springfield; Mrs. Clark and young son of Walpole, Mass., and Mr. and Mrs. Lynch of Haverhill, Mass., arrived at the Curtis hotel on Wednesday.

At the Champernowne.

George H. Rock, U. S. N., of Washington, D. C., is registered at the Champernowne for an extended visit.

Mr. and Mrs. John G. Thorne and wife of Concord, N. H., are guests at Hotel Champernowne.

Mrs. Henry J. Stubbs of Wilmington, Del., is summering at Hotel Champernowne.

F. D. Webb of Boston, Mass., is staying at Hotel Champernowne for the month of August.

Mr. and Mrs. J. E. Brown of Haverhill, Mass., are sojourning at this popular house for some time.

Miss Ulenbrock of East Orange, N. J., is passing her vacation at this resort.

Mrs. Leonard Wool of Boston, is spending the summer at the Champernowne.

Mrs. F. H. Smith of Frederick, this state, is registered here for a prolonged sojourn.

Miss Mary A. Ingle of Washington, D. C., recently arrived at this resort to enjoy the current month with friends who are staying here.

Oliver C. Zile, Jr., of Baltimore, Md., is here to spend his vacation.

Mr. and Mrs. Louis C. White of New York are guests at Hotel Champernowne.

Miss O. B. Emery of Cambridge, Mass., is noted among the recent arrivals at this watering place.

Mr. and Mrs. Robert Henderson of Washington, D. C., are summering at this resort.

The Misses Eleanor B. Barker and Nellie B. Hilliard of Brockton, Mass., are guests at the Champernowne.

Lieut. and Mrs. R. F. Dillon, U. S. N., are at this hotel for the season.

Mr. and Mrs. Frank E. Smith and wife of New York arrived the first of the week to spend an extended time here.

The party including Miss Katherine A. McCarthy, A. J. McCarthy and William B. McCarthy of Dorchester, Mass., are spending several days at Hotel Champernowne.

Charles R. Wood of Philadelphia recently arrived at the Champernowne.

Others prominent among the recent arrivals include Mrs. Charles Day, Miss Ida Haven of Buffalo, N. Y.; Miss A. D. Cooper, Philadelphia; Mrs. F. F. Collins, Brookline; Miss Edna Cutter, Belmont, Mass.; and Mr. O. H. Tittemun of New York.

On Wednesday evening, Mr. Miles Dillingworth, the magician of Dorchester, Mass., entertained the guests at the Champernowne by an exhibition of his skilful dexterity and clever magic. The children were greatly amused by his cleverness and both old and young found the entertainment equally enjoyable. The exhibition was given in the spacious hall of the hotel and as was anticipated had a large audience.

The second of the series of popular dances given by the management of this hotel will be held in the dance hall on Friday evening. The guests of the hotel and neighboring resorts are cordially invited to attend.

NEW CASTLE

Pythian hall will be the mecca for our fashionables this evening for it is there that the Daily Circle of King's Daughters are to hold their mid-summer festival. That society has an established reputation for its annual mid-summer festival the realizations of which, unlike other attractions along these lines exceeds expectations.

Mrs. Sara Fay and son who have been passing a four weeks' sojourn with Rufus Emery and family, have returned to their home in Swampscott.

Mr. and Mrs. Bert Amazeen after a brief visit with relatives, have returned to their home in Haverhill.

Mrs. Fred Doe and daughter Lillian of Brooklyn, N. Y., are at the White cottage.

Mr. and Mrs. Arthur G. Clarke of Andover are passing the month of August at the Frost cottage.

Mrs. Marianna Amazeen of Haverhill is the guest of her son, Luther Amazeen.

Mrs. Alice G. Poole is passing the day with her parents in Portsmouth.

Miss White, after a brief visit with Mr. and Mrs. Nathaniel Yeaton, has returned to Boston.

Miss Mercedes White, after a brief visit with her parents, has returned to her duties in Portland.

Supt. S. H. Harding has returned from a two weeks' sojourn in Boston and Cape Cod.

Mr. James Baker is slowly convalescing from his recent illness.

Mrs. Alice Roth, West Newbury, is the guest of Mrs. Olive Amazeen and family.

Mrs. Ann Garland of Haverhill is at the Yeaton cottage.

A worthy gentleman and an influential leader in many lines of usefulness, one who showed himself steadily devoted to the interests and welfare of this, his native town, has been lost to the sorrowing community by the death of William T. Meldon. The tragedy of whose death for many who knew him has occasioned the brightness of the summer sun to be blotted out. I never stand above the bier and see the seal of death set on some well loved face but that I think: One more to welcome me when I, too, shall be Heavenward bound.

RYE NEWS

Charles Rowding who has been visiting his cousin, residing in Newington has returned home.

Mr. and Mrs. Rowding and Mr. and Mrs. Jenness of Rye Beach were recent visitors in Newington.

Miss Lizzie Garland of Rockport is visiting relatives in this town and at Portsmouth.

The editors of the "Rye Eyetems" held a dance in Rye Town Hall last evening which was highly enjoyable. The girls are expected to reciprocate, and they will do so, just as strongly as they did in "The Rye Screed."

The annual invitation golf tournament for the Farragut cup, presented by William A. Carter, will be held on the Abenaqui golf course on August 21, 22, and 23. A women's golf tournament will be played on August 8 and 12. There will be a series of matches between teams of four players each from Rye Beach, Little Boar's Head and Straw's Point on August 8 and 9.

HARRIMAN—MARTIN.

Son of Portsmouth Takes Plymouth Girl for His Bride.

A pretty home wedding took place at Plymouth, Mass., on Thursday evening, July 24, at the home of Mrs. Richard Schlack, 16 Brewster street, when her daughter, Lena C. Martin, was united in marriage by Rev. C. E. Andrews, pastor of the First Universalist church, to William H. Harriman, of this city, the double ring service being used. Mr. Harriman's father and mother were present, besides a few invited guests, and the couple were attended by Mr. and Mrs. G. B. Howland. The bride was dressed in a dainty gown of white crepe de chine, with lace trimming, and carried a shower bouquet of lilies of the valley, while Mrs. Howland were white embroidered net, with picture hat, and carried pink and white sweet peas. The house was prettily decorated with flowers, ferns and vines, and the couple stood beneath an arch of pine and [illegible] flowers with a background of green and white.

The bride is well-known in musical circles and is at present soprano soloist of the First Unitarian church. The groom, who was formerly of this city, is manager of the Plymouth branch of S. S. Pierce Co., and is popular in the business and social life of the town. After an hour of congratulations, during which refreshments were served, Mr. and Mrs. Harriman left in an automobile, and are spending a week at the Seasnatha cottage, Billington Sea. They will later take an extended trip through Maine and the White Mountains. For the present they will reside at 16 Brewster street.

Hosts of friends in this city will extend to Mr. Harriman and his bride, the heartiest of wishes for a long and happy married life.

SHOE NEWS

There's a contented feeling in Ralstons that you don't find in other shoes—except those at higher prices. Ralstons have the quality, style and fit—and the prices are moderate.

SHOES FOR LITTLE FOLKS

We don't neglect the little folks by any means. We've got just the right kind of shoes that will please them—feel easy, look right, be right. And the question of price needn't worry you; that will be right, too.

If you can't come yourself, send the children in; we'll give the same efficient service and attention as if you were with them. It pays to trade at the store in which you may have confidence.

N. H. BEANE & CO
HEAD TO FOOT OUTFITTERS.
Portsmouth, N. H.

You simply can't help being in style as far as footwear is concerned, if you wear Dorothy Dodd Shoes.

N. H. BEANE & CO.

Mid-Summer Clearance Sale | Geo. B. French Co. | Mid-Summer Clearance Sale

THE STORE OF QUALITY

Reductions to be found in our various departments on seasonable goods. It always pays to look through this store each day, because there may be something you need at the right price you didn't see the day before.

Summer Wearing Apparel For Ladies, Misses and Children

$20.00, $22.50 and $25.00 Suits reduced to $15.00.

$15.00, $17.50 up to $20.00 Suits reduced to $10.00.

Long Serge and Mohair Coats, regular price $10.00, reduced to $7.50. Good assortment of sizes.

Children's Lace Socks, Black, White and Tan, all sizes, reduced from 25c to 12 1-2c.

Ladies' Lace and Embroidered Hose, Black and Tan, 50 and 75c Hose reduced to 25c, 25c Hose reduced to 12 1-2c.

Bathing Suits, Shoes and Caps.

Linen Suits and Coats all reduced to prices which means quick sales.

Long Lawn Kimonas, all sizes, colors and patterns, value up to $1.50, Sale Price 69c.

Special lot of Long Kimonas at 50c.

Children's Light Weight Coats, sizes 6 to 14 years, at greatly reduced prices.

$1.00 Veils in colors Champagne, Brown, Green and Pink, Sale Price 79c.

Crepe de Chine Windsor Ties 50c.

Fir Balsam Pillows 50c.

How the Woman of Today Keeps Her Figure

There's a saying—"We have no more grandmothers." Have you thought of the reason? The woman of today makes her Corset her pride. The right model will not permit her to grow old.

Women of vigorous active minds and bodies, women who think, who "keep themselves up," women vitally young in figure and feelings, these are the women who insist on

Warner's Rust-Proof Corsets

THE FIRST DOLLAR

Saved and Deposited in OUR HOME BANK

will START you saving and KEEP YOU AT IT.

Free to Our Depositors.

Three and One-Half Per Cent. computed and added to the principal every six months.

Money deposited in State Savings Banks is not subject to city or town tax.

PISCATAQUA SAVINGS BANK.

C. A. HAZLETT, President
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Have a Cool Kitchen for the Rest of the Summer

AND USE A FLORENCE BLUE FLAME OIL STOVE.
SOLE AGENT FOR PORTSMOUTH
JOHN G. SWEETSER.

Westinghouse Electric Toaster Stove

$5.75

Just what you have been looking for to use on the dining table to prepare a light breakfast This stove heats quickly and is not expensive to operate

ROCKINGHAM COUNTY LIGHT & POWER COMPANY

OFFICE: 29 PLEASANT STREET, PORTSMOUTH, N. H. TELEPHONE 130

"1900"
DRY BATTERIES

Cost Least Because They Last Longest.

A. P. WENDELL & CO.

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GOVERNORS' DAY AT ELIOT'S OLD HOME WEEK

Governors Haines and Felker Among the Speakers--Congressman Hines Also Present--Grange Day Today.

Wednesday was Governor's Day at the Eliot Old Home Week and both the Governor of Maine and of New Hampshire were present and took part in the exercises which were witnessed by a very large crowd.

The exercises were held at the Fogg Public Library and opened with a reception at 1.30 to Governor Haines of Maine and Governor Felker of New Hampshire and everybody was given an opportunity to shake hands with them.

At two o'clock the literary exercises were held. The first speaker was Governor Haines of Maine, who spoke but a short time owing to the fact that he had to leave to start, as he said, for the other part of the state and as the state of Maine is large, he had to start early to there in time for his engagement Thursday.

The other speakers included Governor Felker, Congressman Asher Hinds of local district, Major David Urch, Dr. Willis, Prof. John Brooks and others.

Major Urch said in his address:

MAJ. DAVID URCH THEN AND NOW

Reunions and the Memories They Bring Back.

Only one short month ago we returned from a journey of more than a thousand miles made to attend another reunion of, not the people of a single town, as you have gathered today, or the representation of a great city, nor even a state, but of, and from the whole of this great Nation. That reunion was upon the battlefield of Gettysburg.

It was a grand and glorious meeting of former foes upon a battlefield, for the grasping of the self-same hands in mutual friendship, that once upon that self same ground, grasped the rifle, the sword and the lanyard, in ferocious and deadly strife, against each other.

We mingled, like you today, in happy and friendly converse, with those whom once 'twas our duty, and we thought it glorious to destroy.

And with these thousands of erstwhile deadly enemies we sat together in our tents and recalled to each other in chivalrous friendship, the valor displayed and the glorious victories won by each against the other, in that great struggle for the Union and its starry flag.

With them we stood upon "Little Round Top" from whose summit our guns had poured death and destruction into the gray ranks of the confederates upon the sloping fields below, and with them we drank from the self-same spring at its foot, where once, they, and their comrades by thousands, had quenched their burning thirst while engaged in deadly conflict fifty years ago.

With them we rode by, and walked through the "Wheat Field" whose grain and whose soil they helped to literally cover with the dead, the wounded and the dying, in equal numbers, of both the blue and the gray, only half a century away.

With them we traveled the length and the breadth of "Cemetery Ridge" from whose point of advantage the Union arms halted the further progress north, of the armed forces of the Southern Confederacy.

With them we saw the long line of monuments that now mark the farthest north of the confederate forces and their flag.

With them we saw extending for miles the countless monuments that marked the spots where fell in mortal combat both Union and Confederate dead; while thousands of other stones within the National cemetery covered the ground in rows, in memory of the unknown fallen of both armies in that three days of awful strife.

We occupied with them in social comradeship by day, and slept with them in peaceful slumber by night, side by side within a vast city of tents erected upon the very ground, where, fifty years ago, not their fathers nor their ancestors, but these self-same men, met in the deadliest strife of all the battles of the great Civil War; each actuated by the firm belief and the undoubted faith, that the cause he supported and so fiercefully fought for, was the God-given right of humanity itself.

And so we find the human mind divided upon almost every subject and in every walk of life.

Some will tell us that he who dies upon the battlefield, is a man of honor, and as evidence thereof, they tell us that great parliaments and senates return blue thanks, and that whole nations unite in erecting monuments to mark the spot where he fell, and they tell you, perhaps, that Nelson, undoubtedly, the world's greatest naval chieftain, died as the world says "in all his glory"; that "his banner was his shroud;" that "the roar of cannon was his dirge and that the shouts of naval victory his requiem;" that in the history of naval heroes his name stands foremost and that all who love the navies of the world have learned to honor him.

But others will tell you that he whose purpose in life it has been to dry up the stream of blood, to smooth the head upon the dying pillow, to mitigate the sorrows of earth, to offer himself a sacrifice to suffering humanity wins a matchless glory; and that the poor sailor who a few months since in a distant city, braved the fire at the cost of his own life, yet saved a mother's only child, won a truer and more glorious victory than ever shone around the achievements of the most illustrious of land or naval heroes.

Who shall decide? By whom shall we be guided?

ELIOT!

Memories of Its Past and Present

Our earliest recollections of your beautiful and beloved old town carries us back into a misty past of more than sixty years.

Our boyhood means of transportation from Portsmouth, to and from the shores of Eliot Neck two generations ago, was an old square nose punt, built by our father upon lines insuring safety at almost the entire cost of speed.

Our sole means of propulsion then was our muscle, often used against the swirling current around the points of the old Piscataqua, and was the selfsame power as that in general use thereon, by more than half of all your people and your visitors and the stranger within your gates, no only then, but for more than a generation thereafter.

And so like your people and my people; and like your fathers and their fathers, to save that muscle, we have often and long "waited upon the shore," "the turn of the tide," like them we,

Have stood upon the banks of our river,
And watched its ebb and flow.
As the red man watched the winding course,
Twenty score of years ago;
Here camped his tribes, your woodlands he trod,
Here his nations [illegible] and fell;
But whence he came, how long he dwelt here,
Not e'en his legends doth tell.

And before we dismiss from our minds those children of the forest; those former habitants of our river banks that you now own and occupy; those erstwhile owners and dwellers upon your soil; upon your hills and valleys; upon your fields and woodlands; those red men, the first of the human race so far as we know to discover and float up and down your beautiful river, and that gave that river its name; it might not do us harm to ask ourselves the question--Was it ordained by Him, who 'tis said,
Ever "doeth all things well;"
That the white man's greed and grasp for gain,
Should echo the red man's knell?
Yet thicker and faster came the White
The red from his home to drive,
Again repeating Nature's great law,
The fittest only survive.

Our memory recalls many great ship yards along the banks of the lower Piscataqua, and of scores of their best mechanics going and coming daily in their own built wherries to and from this; your native and beloved old town, and neither the heat of summer, nor the bitterest of cold or drifting snows or ice of winter, or the relentless tide of a whirling river, kept your hardy forefathers from their daily and long hours of toil and patient life-long struggle. Their motive power of transportation was the often weary muscles of their hands and feet. Yours of today is electricity and gasolene. Their means of conveyance was their legs when they walked, and their self-built boats when they rowed upon the water. Yours is the electric car, the motor boat and often the speedy and luxurious automobile.

The darkness of their long evenings whether at home, or by the sick bed of a neighbor; at the little store or at prayer meeting, was alone dispelled by the dim rays of the whale-oil lamp or the yellow tallow candle.

Their fires for warmth within their homes was exclusively of wood, and they died down and went out in the early part of every cold winter night. In general your fuel is coal and the warmth of your habitations by night as well as by day is enjoyed by us of today only as a natural expectation.

We remember when communication with the outside world to most of your people was the weekly newspaper and long trips to the postoffice through sunshine and rain, through mud and drifting snow. Today the news of the world is brought to, and carried from, your doors, daily at least, and the telephone is within quick reach of most of you. Only a few years ago strangers within your gates were few, and their coming infrequent, while the summer visitor and your guests and boarders, now by thousands annually, was almost a total unknown quantity to those of your people of even the last generation.

We have seen your homes multiply and grow bigger and better and the grounds about most of them more beautiful. We have seen the valuation of your township double and treble, and your population steadily increase! You have added to the number of your houses of worship, and to the number and size of your school houses, while the attendance at both have trebled within our memory.

Within recent years we see you have added a town hall and high school buildings; while your local organization of Grangers have raised a structure in which the membership, and little less the whole town, should feel a justifiable pride.

Last, but not least, we have seen rising and yearly spreading out over almost every acre of your township the intellectual growth and demands of your people for a free storehouse of intelligence and wisdom for your people, in the laudable efforts to keep step with the march of progress, which the present age and generation demand; and this ambition of your people we have proudly seen culminate in your beautiful Fogg public library, whose durability will prove a silent witness to coming generations of your children and their children's children, as an ever increasing and priceless inheritance, and as "a thing of beauty and a joy forever."

Many years ago it was our happy privilege to have been for a short time a resident of your town, and while so located, we are proud, perhaps to the point of egotism, to claim to have been one of some six or eight others of your young people in the formation of a debating club, the name of which existed for years thereafter, as "The Eliot Literary Union." The membership increased to an hundred or more. Many of whom we see present in this gathering.

The knowledge and social enjoyment obtained by the members through that organization has been the subject of happy comment among them to this day, and will, and has, proved a valuable aid and memory in the past and for all their days and years to come.

Among that membership we recall a few,—among probably many others,—who have attained some distinction both at home and away. Quite a few have served as representatives in several of our state legislatures; three at least, have won fame, and we hope fortune, as valued and skillful members of the medical fraternity. Three others we recall as distinguished members of the legal bar, two of whom we have seen sitting upon the bench. One has been Mayor of his adopted city, while three others can be named as state senators, and one as having attained the high office of Chairman of the National Executive Committee of his party, and Governor of his native state. A predecessor Executive of His Excellency, Gov. Haines here before you.

While not a native of, or, an actual resident of your prosperous town, Mr. Chairman, we feel a pride in claiming "next of kin." Upwards a one hundred of your inhabitants are our beloved relatives, while more than two score more are sleeping their last sleep in your soil, and in their name, and in their memory, we thank your committee for this kind invitation and privilege to address this gathering of the good people of Eliot upon the Piscataqua.

Mr. Chairman, Other thoughts will come and go, but—
Like waves far out on the ocean,
That never will break on the beach,
So there are hearts that are filled with emotions,
That find no expression in speech.

Following the exercises refreshments of ice cream was served to everybody present.

In the evening a band concert was given.

Today will be known as Grange Day and the exercises will consist of a parade in the forenoon of the Antiques and Horribles. At noon dinner will be served in the Grange hall by the John F. Hill grange. At 2.30 the "Sunbonnets" a farce comedy will be presented at Grange Hall. Supper will be served at 6.30 and in the evening there will be the Butterfly Dance at Grange Hall.

Congressman Asher B. Hinds spoke as follows:

"I thank you for including me in your celebration today. When you observed the expiration of the first one hundred years of Eliot as a town you made me welcome, and I took away from that occasion many happy recollections. Today Eliot is on its way towards the second century of her civic life. Three years ago you contemplated the past, full of honor and civic reputation. Now we think of the future and what the future may promise. It seems hardly possible that anything could be lacking in this town so richly endowed with the beauties of nature and the accumulated comforts of this day, and yet we know that neither individuals nor towns may stand still. We know from the Eliot of the past that this town will go forward but we cannot tell just what way this development will take. All the wise men of this assemblage cannot forecast the Eliot of the future. We only know that progress and not retrogression will be her motto. That progress will be worked out by the citizens of the town, not necessarily by the few but rather by the many. Sometimes when we think who really does the work of the world, we find we have a little hesitation about the respective merits of dignitaries and plain citizens. Far be it from me to detract the slightest from the dignity and usefulness of governors, congressmen, and selectmen, but yet once in a while, there comes upon us the solemn fact, often recalled that the greatest beneficient revolution in the world had for its leaders simple, straightforward, hard-working men, some of them fishermen. And in the Eliot of the future, the impulses that shall count most for progress and prosperity are quite as likely to come from the quiet, hard-working men in your own midst, endowed with the common sense which is a gift direct from the Almighty. If I were to give you a toast for the future of Eliot, I should speak of the beauty of the women and the valor of the men. That is the conventional toast. But speaking in a candid and friendly way, I would bespeak for both the women and the men of the twentieth century, that they may be endowed in the future as well as in the past with that saving common sense, without which both beauty and valor are vain.

Dyspepsia is America's curse. To restore digestion, normal weight, good health and purify the blood use Burdock Blood Bitters. Sold at all drug stores. Price $1.00.

Omega Oil FOR Neuralgia

Soak a piece of flannel with Omega Oil, lay it over the aching nerves, cover with a piece of oiled silk and press tightly against the face with the hand. This treatment has brought nights of peaceful rest to people who have suffered agonies and is certainly worth trying. Trial bottle 10c.

ARMY PROMOTIONS NOT A MATTER FOR THE COURTS

Washington, Aug. 6.—Maj. Beecher B. Ray's application for an injunction to prevent Sec. Garrison from promoting another officer in the Army Pay Corps over his head was denied here today by the District Supreme Court. Although Ray is in line of seniority the War Department, in view of disclosures before a Congressional committee, asked Atty. Gen. McReynolds if the President might nominate another man. Mr. McReynolds held that the President could. Ray appealed to the court.

In its decision today, which is looked upon as having great importance to army and navy officers, the court held in part:

"The court recognizes that someone must have some discretion in the selection of officers to be promoted or appointed to higher grade, and that it would be difficult to pass a law that would operate automatically without such discretion. The personal equation is one that must be considered and personal fitness for an office should be determined by those who are responsible for the proper execution of the duties of such office.

"The question seems to be one for an executive or administrative officer rather than one for the court."

The latest Official Army Register indicates that Maj. Beecher B. Ray should have attained the rank of lieutenant colonel and deputy paymaster general in the Quartermaster Corps on Feb. 16, 1912. The men next in rank below him are Lieut. Col. Charles R. Krauthoff, who was appointed from the army to the old Commissary Corps, and Maj. Herbert M. Lord who was born in Maine, was graduated from Colby College in 1884 and after working on a Rockland, Me., paper for some years, became secretary to Congressman Dingley and also secretary of the House Ways and Means Committee that formulated the Dingley Tariff bill. In 1898 he was appointed to the old Army Pay Corps, now part of the Quartermaster Corps, and possibly he is the officer whom Sec. Garrison wishes to promote over Ray's head. He has had some years of service in Boston and has many friends there.

SPORTS AT ELIOT.

Interesting Program Arranged in Connection With Old Home Week Celebration.

The following program of sports will be held on the church grounds at Eliot on Saturday at 1 o'clock, in connection with the Old Home Week celebration; 100-yd. dash for boys over twelve years old; 50-yd. dash for boys under twelve years old; running broad jump; standing broad jump; ball game by two local teams; tug of war between two local teams; obstacle race for boys over twelve years; obstacle race for boys under twelve years; throwing baseball for accuracy; rope climb; potato race.

These events are open to the townspeople and campers.

The following program has been arranged for the races for girls: 100-yd. dash; 50-yd. dash; ball throwing for distance and accuracy; rope climb, tug of war, potato race, open to townspeople and campers.

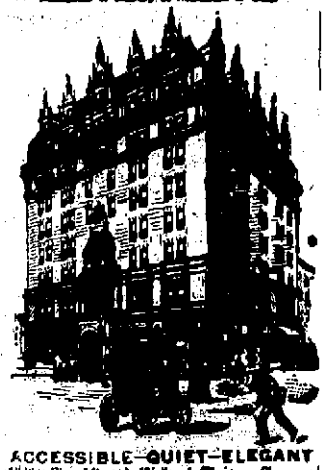
BRIDGE ON FIRE

The bridge crossing Sturgeon Creek in South Eliot was discovered on fire shortly before 2 o'clock on Wednesday afternoon, by Walter L. Brown Jr., of this city and another young man who were passing over it. They poured dirt over it and kept it in check until the arrival of the 1.30 car from the ferry when a few buckets of water extinguished the blaze.

WANTED—Girl for general housework in small family. Reference required. Address "D" this office. HC 1w A7.

Live and boiled lobsters at Clark's Branch, Tel 133.

The New York STYLE
THE NEW FIRE-PROOF
NAVARRE
Seventh Ave. & 32th Street
BUSINESS MEN FAMILIES TOURISTS
Maximum of Luxury at Minimum of Cost.



ACCESSIBLE—QUIET—ELEGANT
Within Five Minutes' Walk of Theatres, Shops and Clubs. 300 Feet West of Broadway.
New Dutch Grill Rooms. Largest in the City. Electric Cars pass Hotel to all Railroads.
EUROPEAN PLAN
$1.50 per Day WITHOUT BATH $2.00 per Day WITH BATH
Suites, $3.50 and upwards
SEND FOR COLORED MAP OF NEW YORK
OSCAR T. SMITH, Managing Director
Navarre Hotel, Chicago, under same management.

Vacation Is Near

Childs,' Misses' and Ma. Vacation Slippers, Sandals, Oxfords, Ventilated Oxfords, Moccasins, from 25c up.

Latest Laces, Polishes, Insettes, Bows and Specials.

Our Special Ladies' Shoes, to measure, are rapid sellers.

Repairing of all kinds of shoes at short notice.

Look at our window.

CHARLES W. GREENE
8 Congress St.

Great Sacrifice IN Bathroom Fixtures

For the next ten days I will sell nickel plated bath room fixtures at cost, also white enamel bath tubs, complete to the floor, $17.75.

Call and be convinced.

Office hours 7.30 a.m. to 5.30 p.m.

W. F. WASHBURN
11-15 Bridge Street.

7-20-4
10c Cigar

Thirty-nine years' continuous increased sales tells its own story.

FACTORY
Manchester, N. H.

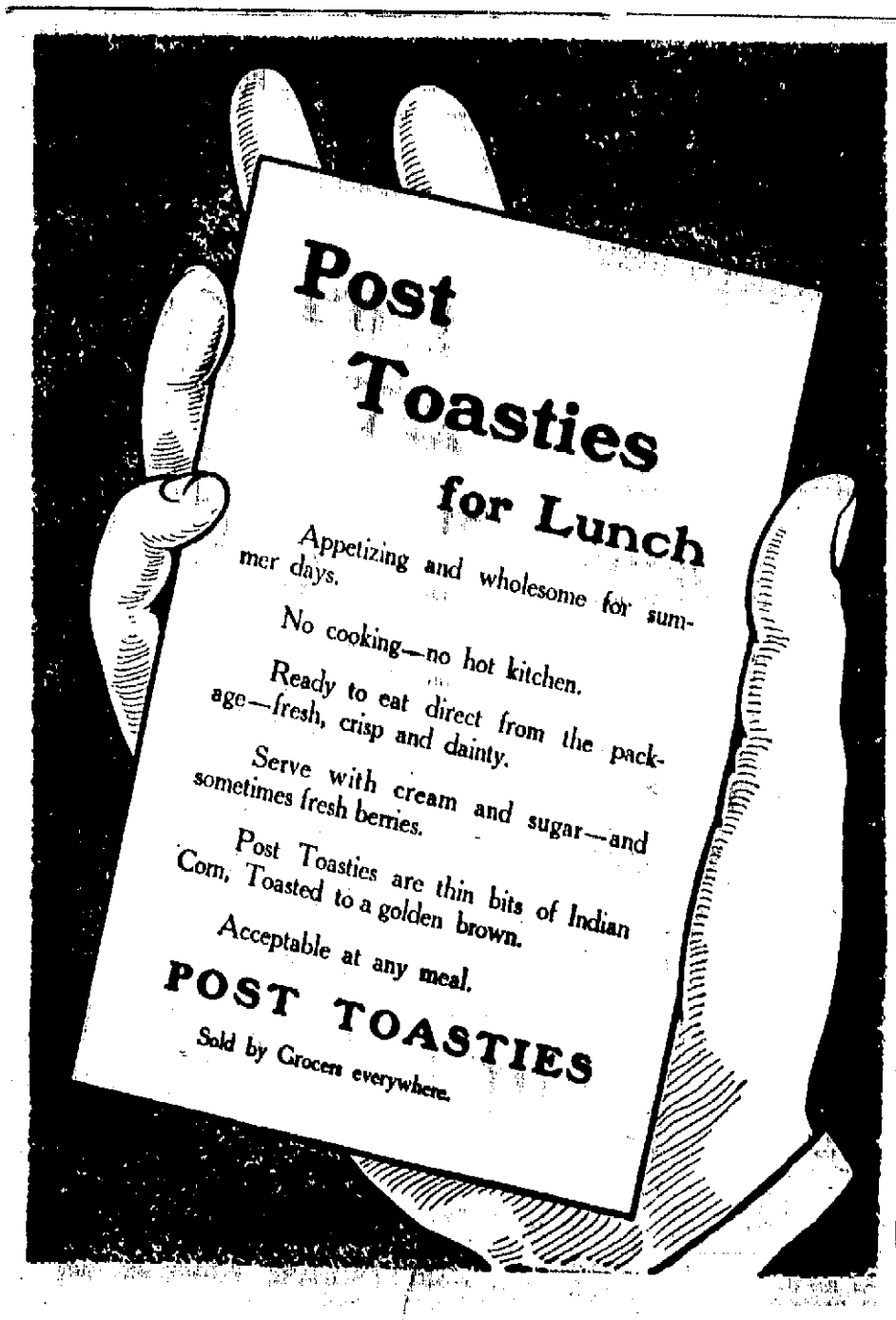
Cadillac
STANDARD OF THE WORLD

THE 1914 CADILLAC IS IN A CLASS BY ITSELF.

Two, four, five and seven passenger, coupe and limousine, also a 134-inch wheelbase chassis for trucks. The price is the same as 1913, except 1914 will include a power tire pump and electric horn at same price. A two-gear differential allows use of 3½ to 1 or 2½ to 1 ratio at the driver's option—40-50 H.P.; 120-inch wheel base, 4½-inch tires; the original electric light and positive starter.

CHAS. E. WOODS, BOW STREET, AGENT
For Rockingham, Strafford, York and Oxford Counties.

H. W. NICKERSON,
Undertaker and Licensed Embalmer
Office 5 Daniel St., Portsmouth
Residence 45 Islington St.
Telephone at Office and Residence.



THE COMPANY WITH THE PYRAMID

43 CONSECUTIVE YEARS OF PYRAMIDAL PROGRESS

NEW HAMPSHIRE FIRE INSURANCE CO.

TOTAL LIABILITIES $2,647,125.60
POLICY HOLDERS' SURPLUS $3,450,761.60

CEMETERY LOTS

CARED FOR and TURFING DONE

With increased facilities the subscribers again are prepared to take charge of and keep in order such lots in any of the cemeteries of the city as may be entrusted to their care. They will also give careful attention to the turfing and grading of them, also to the cleaning of monuments and head stones, and the removal of bodies. In addition to work at the cemeteries they will do turfing and grading in the city on short notice.

Cemetery lots for sale; also Loam and Turf.

Orders left at residence, corner of Richards avenue and South street, or by mail with Oliver W. Ham, 64 Market street, will be given prompt attention.

M. J. GRIFFIN & SON.

Insure Your Packages Sent By Parcel Post

We offer an attractive and reasonable form of insurance to cover packages lost in transmission by mail.

John Sise & Co.,
No. 3 Market Square,
PORTSMOUTH, N. H.

DECORATIONS

For Weddings and Flowers Furnished for All Occasions

Funeral Designs a Specialty

R. CAPSTICK
Rogers Street.

MARBLE AND GRANITE

Tablets, Monuments Mauseums
OF ALL DESIGNS

My plant contains an Air Compressor, Pneumatic Tools for Lettering and Carving, Polishing Machines, all run by electric power. The only plant in this section with modern appliances.

FRED C. SMALLEY
2 Water St., Portsmouth

YOUR LAUNDRY WORK

placed at random is productive of much annoyance and little satisfaction. Send it to the

Central Steam Laundry,
61 State St.

It will not be damaged. It will be delivered promptly and will all be there.
Telephone 366-62.

W. G. WIGGIN, PRO.

TRAFTON'S FORGE

AUTOGENOUS WELDING OF ALL KINDS OF METAL, ALSO SHIP WORK, HORSESHOEING AND JOBBING.

200 Market St.,

GEORGE A. TRAFTON

NEW WORLD'S RECORD FOR AROUND THE WORLD

Cleveland, O., Aug. 6.- John Henry Mears, whom only a mishap now can prevent establishing a new world's record for circling the globe, left here this morning on the last lap of his journey and is, on his way to New York, where his trip will end at the office of the Sun.

The train upon which Mears began the last lap of his journey was held more than half an hour here for the globe trotter to make connections. It was due to leave at 7.30 a. m. but did not start until 8.09. The train upon which Mears arrived became stalled in the yards and he was forced to walk a quarter of a mile to the Union station in order to board the New York train.

At Elyria, O., Mears was 20 minutes late, but arrived at Cleveland at 7.50 a. m. on time.

When Mears reached here today he was still chuckling over the telegraphic offer of marriage that reached him last night in Chicago from a feminine admirer in Milwaukee. The joke of it was that the record smasher was met in Chicago by his wife and daughter. Mears reached Chicago three minutes ahead of his schedule.

The new record for circling the globe which will be established tonight, and previous records are:

John Henry Mears, 35 days, 21 hours 35 minutes.

Best previous record made by Andre Jaegr-Schmidt in 1911, 39 days, 19 hours, 43 minutes.

This lowered the following earlier records:

Henry Frederick, 1903, 54 days, 7 hours, 20 minutes.

Nellie Bly, 1889, 72 days, 6 hours, 11 minutes.

Jules Verne's character, Phileas Fogg, went "around the world in 8 days."

Ferdinand Magellan, the Portuguese explorer, was the first to circumnavigate the globe. It took three years. Of five vessels, leaving Seville in 1518 but one returned to that port in 1522.

Which do you prefer

COAL--

That must be paid for in advance, must be stored, handled, and the ashes removed.

OR—

GAS--

Paid for after it has been used, never stored or handled; always ready; has no ashes.

PORTSMOUTH GAS COMPANY
ALWAYS AT YOUR SERVICE

WILL TAKE OFFICE SOON

Mark A. Kearns, a native of Somersworth and formerly employed in the custom house in this city who was recently elected city clerk at Beverly has filed a bond of $30,000 and will shortly assume the duties of the office.

It Seemed to Her.

A peddler with horse and wagon was going through our street. The peddler was loudly calling his wares, while nobody seemed to pay any attention to him. Thoughtfully Jeannette, aged two and a half years, turned and said: "Mamma, what is that man singing to his horse for?"

Allowed Wide Latitude.

"I do not consider a man drunk until he goes to the pump to light his pipe," said a witness in a Cheltenham (Eng.) licensing application.

Sold where the Anchor Sign is displayed

This is the season of the year when one delights in a cool, exhilirating drink. The Portsmouth Brewing Company's Neu Brau, light, with the flavor of the field of barley and hops and a sparkle that just suits the appetite, makes a meal taste just right. Get the habit in calling for your favorite beverage by name.

PORTSMOUTH BR'G. CO.
ALES AND PORTSBURGER LAGER
PORTSMOUTH, N.H.

The products of the Portsmouth Brewing Company—
Portsburger Lager, Neu Brau, Half Stock, Still Ale, XXX Cream Ale, India Pale Ale, Old Brown Stout.

Order from your dealer or the Brewery direct.

AUTOMOBILES WRECKED IN HEAD ON COLLISION

Two automobiles were in collision at the corner of South street and Sagamore avenue on Wednesday evening and both machines badly damaged.

The machines were owned by Dr. J. D. Carty of this city and Dr. W. P. Crosby of North Hampton, and were coming in opposite directions, Dr. Carty coming in town and Dr. Crosby going out. The former's car had the front axle and radiator broken, while the Crosby car was so badly damaged that it had to be hauled into the garage on a truck. Neither driver was injured.

CUPID, VACATIONIST

By Mrs. Alpharetta Philbrick, 48 Market Street, Portsmouth, N. H

A pretty girl in the pink of health, fairly bubbling over with good spirits, is on a vacation at the seashore. She meets an attractive young man, also on leave of absence from a confining State street office. They are heart free when they look into each other's eyes for the first time. After that, what—?

Mary Gertrude had come to Singing Sands with the intention of just resting. It was a trick of fate, aided and capoled by Cupid (who always mixes freely with vacationists, though he never takes a vacation himself) and rudely tore Mary Gertrude's parasol away and sent it careering down the beach propelled by a playful breeze. Fate had seized the moment when Tom Kilton happened to be passing. Of course he had to dash perciptiately after the runaway parasol.

The blue sun foiled, momentarily against an obstruction. Tom put on speed and overtook it. He brought it back to Mary Gertrude. She smiled her thanks, tightened and tied the bonnet knot under her dimpled chin, and, as the old song has it, "tied a young man's heart within."

"You made a good pursuit of that parasol," she laughed.

"I used to sprint at college," rejoined Tom gaily, "but I admit I'm a little out of practice now."

"I'll see that you don't have another chase," she promised, closing the parasol.

Further conversation developed the fact that she knew someone he knew, too, and that naturally made them old friends right away. The course of true love seemed to mock Shakespeare by running quite smoothly, until nearly a fortnight later. Tom Kilton stood concealed by a turn of the piazza when Mary Gertrude flushed and with hair awry, came back from a visit to the postoffice, holding a letter in her hand.

"Whose that letter from," asked the 6-year old son of one of the guests. He asked because he wanted to know.

"From one who loves me," answered Mary Gertrude mock seriously.

"And do you love him too,"? persisted the inquisitive youngster.

"Oh, yes, of course I love him," Mary Gertrude replied carelessly.

Tom Kilton's heart sank. That night he did not appear at the table, nor did he join Mary Gertrude in the accustomed stroll along the star-lit sands. The next day he met her quite by accident as he was checking the trunks at the railway station. His greeting was cool. She looked puzzled.

"Have I done anything to offend you?" she asked, coming to the point with all a business girl's directedness.

"Only broken my heart" he told her grimly.

"How have I broken your heart"? she demanded flushing.

"It is useless to talk about it he assured her.—Boston Post.

There Lay the Worry.

"I say, Sambo," asked a man of an improvident negro who had lost a job for the third or fourth time, "aren't you worried over the question of wherewithal to support you?" "Lordy, Marse Henry," was the reply. "I ain't worryin' 'bout wherewithal, Ise worryin' 'bout de wherefore fur de herein."

Wonderful "Water Vine."

One of the wonders of the Guatemala jungle is the "water vine," a black, snakelike, leafless stem, dropping from the ceiba and mahogany trees to which it has climbed. It is said to contain a quart of water to every foot. When the stem is cut the water spurts forth in a refreshing stream. Moisture is drawn up from the soil, and filtered through the pores of the plant.

Trying to Be Resigned.

"So you've lost your nice pussy cat," sympathized grandma, hearing sad news. "Too bad! I know how you loved him. You miss him dreadfully, I suppose?" "Oh, yes, I miss him some," six-year-old John replied, with an air of chastened sorrow, "but then, grandma, since I've heard so much about this germ business I try to think it's just as well."

FOR SALE—A pair of good horses. Inquire of Frank P. Clair, Cate street. tf

CLASSIFIED ADS

For Sale, Wanted, To Let, Lost, Found, Etc.

YOU GET RESULTS FROM THIS COLUMN

1 Cent a Word Each Insertion. Four Lines One Week 40c

HELP WANTED.

WANTED—Young lady to work in candy store; some experience necessary. Apply at this office. he ag 4, tf

PORTSMOUTH WINDOW AND HOUSE CLEANING CO., Dave Fleischman, proprietor. General cleaning contractors. 48 Daniel Street, Portsmouth, N. H. he aug 1, 1m

REPAIRERS WANTED.

Patent leather and russia calf repairers wanted at once.
Derry Shoe Co., Derry, N. H.
he jy31, 1w

WANTED—Salesman to sell Lubricating Oils, House and Barn paint and Specialties. Big profits. Champion Refining Co., Cleveland, O.
eh 3 mos. June 14.

WANTED—Boy 18 years of age, would like position to work in store through the summer. Can furnish good reference. P. O. Box, 322 or 2 Franklin street, Portsmouth, N. H.
HCdw J 31.

LOST

LOST—Sunday night, green canoe Sagamore Creek. Please return to Green's boat house, Mechanic street Reward. he 1w. Aug. 5.

FOR SALE.

FOR SALE—Farm of 70 acres, 8-room house, Marcy street; one six-year-old cow, one 2 1-2 year-old heifer, one 7-mos.-old heifer, one 5-mos.-old bull, all pure bred Ayrshire. Apply H. W. Phinney, Sagamore avenue.
he jy31, 1w

FOR SALE—Limited amount Bank Stock Fergus County State Bank, Hobson, Montana, (Judith Basin) Capital $25,000.00. Have a few small Omaha City Mortgages to net 7 per cent. Cassady Co., bankers, Omaha, Nebr. he 1m, July 31.

TO LET.

TO LET—House of four rooms. Apply at 96 Brewster Street.
H1WA4.

TO LET—Two separate rooms with bath privileges; for gentlemen. Apply 394 Islington street. he jy29, 1w

TO LET—House 291 South street, modern conveniences, in fine repair. Apply 293 South street, Langdon M. Perkins. HCJ26tf.

TO LET—A tenement on Daniel street block. Inquire at this office.
he jn16 tf.

TO LET—Tenement 24 Fleet street. Apply at this office. he tf.

TO LET—Two stores, two offices and a fine hall at 143 Market street. Inquire James Marcello, 59 School street. h jy30, 3w

TO LET—Furnished rooms with modern improvements, 89 Islington street, corner of Cabot. H-C tf. J10.

TO LET—For season, fully furnished 8-room bungalow, large stone fireplace in living room, flush toilet, running water, electric lights, large covered piazza, fine location. Apply to Charles W. Gray, Portsmouth, N. H.
he m14 tf

TO LET—Office with private counting office, same floor with Herald, all modern conveniences, including heat. Rent $18. Inquire of The Herald.

FOR SALE—The most desirable house lots in the city, on Lincoln avenue and on Broad street. Inquire of F. W. Hartford.

TO LET—Suite of three offices with all modern conveniences. Inquire at Herald Office. he tf j 10.

A tenement No. 9 Highland street, 10 rooms heat and bath.

A house and barn 66 Highland St., 8 rooms and bath.

A tenement 66 Pleasant St., 6 rooms.

Tenement 13 Cabot St., 5 rooms and a barn. Benjamin F. Webster.
he tf. June 26.

A. J. LANCE, M. D.
Diseases of the Eye, Ear, Nose and Throat.
CONGRESS ST., PORTSMOUTH, N. H
9.30 to 12; 2 to 4. Telephone.

F. S. TOWLE, M. D.
Physician and Surgeon
OFFICE HOURS:
From 9 a.m., 1 to 4 p.m., 7 to 9 p.m.
350 State St., Portsmouth

TRANSPORTATION.

BOSTON & MAINE TIME TABLE In effect June 23, 1913

Leave Portsmouth for Boston—5.50, 6.20, 7.54, 7.00, 8.14, 10.34, 10.44 a. m., 1.31, 1.42, 3.03, 4.55, 6.17, 7.37 p. m. Sundays—3.00, 8.38, 7.45, 11.00 a. m., 2.02, 5.00, 6.40, 7.38, 9.05 p. m.

Leave Boston for Portsmouth—5.17, 7.31, 8.41, 9.01, 9.30, 10.01, 10.25 a.m., 12.51, 1.34, 4.11, 5.16, 4.34, 6.01, 7.31, 10.01 p. m. Sundays—4.01, 6.38, 8.21, 9.01, 10.21 a.m., 1.31, 7.01, 7.51, 10.01 p.m.

Leave Portsmouth for Dover—5.44, 9.45 a.m., 12.22, 2.37, 5.37, 9.20 p.m. Sundays—7.52, 10.55 am., 1.25, 5.45, 9.20 pm.

Leave Dover for Portsmouth—6.52, 10.15 a.m., 1.47, 4.22, 6.35, 10.05 p.m. Sundays—7.10 a.m., 12.36, 2.00, 4.10, 10.05 p.m.

Leave Portsmouth for York Beach—8.22, 10.33 a.m., 12.30, 2.45, 4.52, 6.50 p.m. Sundays—10.38, 11.27 a.m.

Leave York Beach for Portsmouth—6.46, 9.33, 11.25 a.m., 1.28, 3.42, 5.42 p.m. Sundays—5.00, 6.50 p.m.

Leave Portsmouth for Concord—7.27 (Mondays only), 8.38 a.m., 12.18, 5.33 p.m. Sunday—7.35 p.m.

Leave Concord for Portsmouth—7.18, a. m., 12.05 p.m., 2.55 p.m. (Saturday's only), 5.40 p.m. Sundays—8.33 a.m.

Colonial Line
Improved Passenger Service
BETWEEN
Boston and New York
VIA RAIL AND BOAT
$4.05 ONE WAY—
ROUND TRIP $7.80
WEEK DAYS AND SUNDAYS
Fast and elegant propeller Steamers
"Concord" and "Lexington"
Via Cape Cod Canal
"Every Stateroom Has a Window"
Ticket Office 298 Washington St., Boston.
LOCAL AGENTS—M. M. SHUTELT, 101 Congress St.; MISS MARY A. McCARTHY, at Holland's Store New Street.

NEW YORK 240 MILES BAY STATE LINE
Staterooms $1, $1.50, $2
Modern Steel Screw Steamships
Georgia and Tennessee
Daily and Sunday between Providence and Pier 19, East River, N. Y.
New Management.
Improved Service.
CITY TICKET OFFICE
214 WASHINGTON ST., BOSTON.
Write for Summer Folder.

"QUEEN OF SEA ROUTES"
Merchants' and Miners' Trans. Co.
STEAMSHIP LINES
Boston and Providence
—TO—
Norfolk, Newport News, Baltimore, Philadelphia, Savannah and Jacksonville
Through tickets on sale to and from principal points. Fine steamers. Best service. Low fares. Wireless telegraph.
SPECIAL RATES TO
NORFOLK AND OLD POINT
Send for Booklet.
James Farry, Agt., Providence, R. I.
C. H. Maynard, Agt., Boston, Mass.
W. P. TURNER, P. T. M.
Gen. Offices, Baltimore, Md.

NAVY YARD FERRY TIME TABLE

Launch leaves navy yard, Working days at 7.50 a.m. 8.35 a. m. 9.15 a. m. 10.00 a. m. 10.50 a. m. 11.15 a. m. 11.45 a. m. 12.40 p. m. 1.05 p. m. 1.35 p. m. 2.15 p. m. 2.45 p. m. 3.30 p. m. 4.00 p. m. 4.30 p. m. 4.40 p. m. 5.00 p. m. 6.00 p. m. 7.00 p. m.

Sundays 10.00 a. m. 10.15 a. m. 12.15 p. m. 12.30 p. m.

Holidays 9.00 a. m. 10.30 a. m. 11.30 a. m.

Launch leaves foot of Daniel street Portsmouth, working days, 8.25 a. m. 8.45 a. m. 9.30 a. m. 10.15 a. m. 11.00 a. m. 11.30 a. m. 12.15 p. m. 12.50 p. m. 1.15 p. m. 1.40 p. m. 3.20 p. m. 3.00 p. m. 3.40 p. m. 4.10 p. m. 4.30 p. m. 4.45 p. m. 5.40 p. m. 6.10 p. m. 10.10 p. m.

Extra trip Wednesday and Saturday.

Sunday 10.07 a. m. 12.00 p. m. 12.3 p. m. 12.40 p. m.

Holidays 10.00 a. m. 11.00 a. m. 12.00 m.

Julius W. Syrenius, D. O.
Osteopath
Graduate of the Columbia College of Osteopathy.
34 PLEASANT ST., PORTSMOUTH, N.H.
Office Hours—From 8-12, 2-5.
Telephone, 935-W.

RATINE

The Popular Summer Fabric

Price 25c

Colors—White, Blue, Pink, Lavender, Tan, Old Rose, White Black Stripe, White Tan Stripe, White Lavender Stripe.

36 in. Ratine for Coats

75c

Colors—White, Tan, Lavender, Old Blue, Rose, Pink, Light Blue, Light Pink.

THE D. F. BORTHWICK STORE

LOCAL DASHES

The state road to Rye is once more under repair.

Light automobile lamps at 7.27 o'clock this evening.

Upholstering, hair mattresses renovated. Margeson Bros., Phone 570.

The expected rain had failed to materialize up to this noon.

John H. Dowe's Marble and Granite Monumental Works, 38 Market street.

There is to be a social at the Country Club on Thursday evening.

The exercises at Eliot on Wednesday attracted a large crowd from this city.

Twenty-one pounds of shack salted pollock for $1.00 at Clark's Branch, Tel. 233.

That was another narrow escape from an auto fatality on Wednesday evening.

Lobsters and fish of all kinds caught by our own boats, fresh every day. E. Jameson and Sons, Tel. 653.

Members of the summer colony at Hollins Station, Newington, are up in arms over the action of one of their

The next time your want to entertain your friends with a toothsome lunch or dinner try the Kearsarge Cafe.

Now is the time to have your house cleaned by the vacuum process. Drop a card to F. A. Robbins, Eliot, Me. Tel. 209-23.

Live Merchants who believe in boosting Portsmouth and getting full value for their money will be found in the advertising columns of The Herald.

Tilton's Drug Store was crowded all day Wednesday on the occasion of the anniversary sale. The Tilton Drug Company is the handy meeting place for summer visitors.

Lobsters, Bass of Shoals Haddock and Cod brought in every morning fresh by our own fishing fleet. H. A. Clark & Co., 1 and 2 Commercial Wharf. Tel. 616. HC 1417.

A large party from this city witnessed the fire works at Hampton Beach on Wednesday evening. The late cars returning to this city were taxed to their utmost capacity.

Safety razor blades sharpened, lawn mowers ground, saws filed, umbrellas mended, keys made, locks repaired, razors honed and rehonified, scissors, knives and tools ground at Horne's 33 Daniel street. 1tf.

most popular members. It is claimed that he has no regard for union hours and can be seen sawing wood before 7 in the morning and after 5 in the afternoon. It would not be surprising if a court of inquiry was held to consider this particular case.

WANTED

Twenty extra sales girls for our Great One-Cent Sale Saturday. L. E. Staples.

DISTRICT COURT OF THE UNITED STATES
District of New Hampshire.

In the matter of Daniel J. Regan, Bankrupt. In Bankruptcy No. 1956.

To the creditors of Daniel J. Regan, of Portsmouth in the County of Rockingham in the District aforesaid, Bankrupt:

Notice is hereby given that on the 2nd day of August, 1913, the said Daniel J. Regan was duly adjudged bankrupt; that the first meeting of his creditors will be held at the Clerk's office in the P. O. Building in Portsmouth in said District, on Monday the 18th day of August, 1913, at 10.30 o'clock in the forenoon, at which time said creditors may attend, prove their claims, examine the bankrupts, appoint a trustee, and transact such other business as may properly come before said meeting. The question of granting the bankrupt a discharge will also be considered.

FREMONT E. SHURTLEFF,
Referee in Bankruptcy.

Concord, N. H., Aug. 5, 1913.
E. L. Guptill, Esq., Attorney for Bankrupt, Portsmouth, N. H.

PERSONAL ITEMS

Charles R. Quinn is touring the western part of the state.

Fred L. Townsend of Portland, Me., was here today on business.

John S. Rand is passing the month at Young's Hotel, York Beach.

Attorney Frank Fernald of Dover was a visitor here on Wednesday.

Mrs. Samuel J. Colcord of Exeter is the guest of her daughter in this city.

Mr. and Mrs. Charles Killenbeck of Lynn, Mass., were visitors here on Thursday.

Miss Ethel Smart of Gates street is visiting Mr. and Mrs. A. P. Hushell of Beverly.

Horace F. Pickering of Malden, Mass., was here today renewing old acquaintances.

Mrs. C. A. Osborne and Mrs. Riley are attending the Old Home exercises of Eliot today.

Miss Dorothy L. Smith is the guest of her aunt, Mrs. E. W. Seawards of New York City.

Mr. and Mrs. T. J. Logan of Dorchester, Mass., passed Wednesday night in this city.

William C. O'Herlihy of New York is passing a few days in this city where he formerly resided.

Mrs. W. O. Junkins and Mrs. W. L. Hill are attending the Old Home Week exercises at Eliot this week.

Mrs Nellie Mathes Horn and daughter Klara attended the old home week observances at Eliot on Wednesday.

Mrs. M. C. Edison who has been undergoing treatment at the hospital has returned to her home on Richard's avenue.

Mrs. Ellen O'Keefe of Union street will shortly move to Dorchester, Mass. where the family will make their future home.

Charles Staples of Middle street was an interested spectator at the Eliot old home day celebration on Wednesday.

Mr. and Mrs. Josiah N. Jones of Deanett street are today quietly observing the forty-third anniversary of their marriage.

William Winn left this morning with the city road roller for Seabrook, where it will be used on the new state road work.

Miss Cornelia C. Donnell of Boston is the guest of Mrs. A. W. White.

Misses Elizabeth and Clara Hodgdon of Waltham are passing the week in this city.

Mrs. C. W. Bass with her mother and sister have returned from a three weeks stay in Maine and are now enjoying cottage life at the country club.

Mrs. Henry L. Machmore and her sister, Miss Madge Currier of East Boston are visiting relatives in this city and will be joined on Saturday by her husband and son.

Miss Mary Finlayson of Rye Beach who has been the guest of Miss Helen H. Donahue of Beech street, Manchester for the past two weeks will return home on Friday morning. Miss Finlayson and Miss Donahue are classmates at Radcliffe College.

AND THEY ROWED.

Two well known female residents of the Portsmouth summer colony at Newington are today receiving considerable good natured chaffing over their attempt to row a boat with the anchor down. The two ladies went out fishing and after the catch was made started to row home. After rowing for about an hour and not making any headway it was discovered that the anchor was still overboard.

ITEMS OF INTEREST TO NAVY YARD EMPLOYES

Boats for the Lakes

Four large boats for service on the Great Lakes were shipped on Wednesday to Sandusky, Ohio.

Assistant at Newport

Asst. Secretary Roosevelt who had charge of the navy department during Secretary Daniels' visit to the Pacific coast, has gone to Newport to witness the joint army and navy manoeuvres in Long Island Sound. He will be the guest of Rear Admiral Badger, commanding the Atlantic fleet, on board the flagship Wyoming.

His Flag on the Montana

Captain Chadwick of the cruiser Washington arrived at the yard today and hoisted his flag on the U. S. S. Montana to which ship he was lately transferred.

For New York Yard

Thirty thousand pounds of composition is being prepared for shipment to the New York yard.

Painters at Hospital

The yard force of painters are engaged in touching up the walls of the interior of the new hospital.

Starts Tomorrow

A. H. Robinson of the public works leaves on Friday for New York city where he will meet the other delegates of the several yards who represent the national association of classified civil service employes in convention to be held at the Broadway Central Hotel.

Putting in the Equipment

A crew of workmen from the firm of Barth & Sons, New York have arrived at the yard where they are engaged in installing the kitchen equipment of the new hospital.

TOOK THREE ENGINES

To Get Passenger Train Over the Road.

Passenger train No. 255 which arrives here at 8.05 a. m., had a variety of locomotives on the run between this city and Salem today. The record was three engines when the train reached Jewett, its destination point. The last one grabbed was the engine of the York Harbor and Beach Branch, between broken spring hangers, hot boxes, etc., Engineer Junkins was kept busy changing his motive power in order to get this two car train over the road.

BODY IDENTIFIED.

The body of the man found drowned under Commercial wharf on Wednesday morning has been identified as that of Charles Murray and it is believed that his home was in New Bedford, Mass. Mr. Kelliher of Westville came here Wednesday afternoon and readily identified Murray as the man who called on him last Saturday. The local police have communicated with the New Bedford police to ascertain whether the dead man has any relatives in that city.

Premier Scenic Temple
Programme

Wednesday and Thursday
A TRIP TO THE GARDEN OF ALLAH Three Reels

The greatest self-advertised feature in the world. The utmost in motion pictures.

The book, "The Garden of Allah" has been read by over ten million people in the United States, and the play witnessed by nearly four hundred thousand at the Century Theatre, New York, where it played the whole season of 1911-1912. Three reels of wonderful motion which to secure, necessitated travelling over ten thousand miles to the Desert of Sahara in Africa with autos, camera operators, guides, etc.

This picture will be shown at 3.30 in the afternoon, and 8 at night.

SONG—Rain With the Sunshine
Miss Margaret Pearson . . . .

Below the Dead Line—Reliance

A high class melodrama full of action, dealing with the crooks who pry upon the 400.

The Scapegoat—American

A dramatization of the popular magazine story by William Hamilton Osborne. Splendidly presented, with Mr. Warren Kerrigan in the leading role, supported by an able cast. The central idea of the plot, the conviction of a great wrong committed and a noble sacrifice in expiation of the crime, is vividly portrayed.

SONG—You Made Me Love You
Miss Margaret Pearson . . . . .

The School Kid's Photo—Majestic

In a screaming comedy showing the troubles of a schoolmaster, when he took the kids to the beach on a picnic.

Matinee 2.30, Evening 7.00; Saturday evening, 6.30.
REMEMBER
"THE COOLEST PLACE IN TOWN"
REMEMBER

The Herald Hears

That Beverly, Mass., is to have a lodge of Elks.

That the Branch will be known as Beverly Lodge No. 1639, and will have 103 on the charter list.

That two sailors charged with breaking glass in the shoe shine parlor on Daniel street were discharged in the district court on Wednesday.

That after being found not guilty and released, somebody served a capias writ and they were obliged to come across with $20.

That the police believe that the blue jackets could have refused to remit the $20 and been within their rights.

That the Trolley Club were in the limelight on Wednesday night with an outing at Lang's Corner.

That as long as the weather permits this club will have semi-weekly gatherings in the woods at night.

That a representative of a Boston house was in this city on Wednesday arranging for badges for the fire department on the occasion of the parade on Sept. 4.

That the 9 o'clock club and the Star Bloomer Girls would be a drawing card on the diamond.

That it is a safe bet that the Bloomer Girls would put it on the 9 o'clocks.

That although the latest skirt is narrow in make, its reputation is certainly wide enough.

That quite a few of the members of the Dover fire department are expected to be in line on parade day, Sept. 4.

That the new weather man in Washington has certainly been good to us since he started.

That women want to be clothed with the ballot.

That some of them need to be clothed with wearing apparel.

That two women who reside on Dennett street got quite a fright from a queer acting man on Maplewood avenue on Wednesday night.

That it is not the first time that indecent actions of men in that section have caused a scare to women.

That the school kid is counting the vacation days.

That the Devil's Ball Association figured in a reunion last night.

That this event was pulled off at Hampton Beach.

That there was certainly some ragging at the seashore.

MAKE IT ONE WAY.

Traffic Should Be Arranged Differently on Ladd Street.

Hardly a minute of the day passes when there isn't a blockade of traffic on Ladd street. Delivery wagons, automobiles, and other vehicles get tied up in the narrow highway and many times to get clear the drivers are obliged to take to the sidewalks. This is a dangerous practice, though it cannot be helped under the conditions that exist. The only relief would be to make it a one way street and those who reside there and the proprietors of business establishments believe that the city should regulate traffic by such an arrangement. At 9 o'clock this morning the street was obliged with everything that moves on wheels and a boy with a toy cart could not work his way through there.

TALKS WITH POLICE.

Home of Dead Man May Be in New Bedford.

Daniel Kelliher, a station agent of the Boston & Maine railroad at Westville, N. H., came here today and viewed the remains of the man found dead on Wednesday morning. Kelliher states that the man who he knew as George Murray was at his home on Sunday last and he also visited there last fall when he did some painting. Kelliher says that he thinks the man belongs in New Bedford and that he formerly followed the sea as a whaler.

According to the story of Kelliher the man came to Westville from Hopkinton, N. H., and that he has some brothers residing in New Bedford at present. The police called that city by telephone and the officers there will endeavor to locate his relatives. The body is still at the rooms of Undertaker W. P. Miskell.

OBITUARY

Charles W. Manson

Charles W. Manson died at his home at Kittery Point, aged 52 years, 7 months and 11 days.

PARADE OF ANTIQUES AT ELIOT

Driver of the Water Wagon Awarded First Honors

Notwithstanding the threatening weather this morning, the parade in connection with the Eliot Old Home Week celebration took place.

The parade was composed as follows:

No. 1. Water Wagon, Myra Worcester, driver.

No. 2. Sunbonnet, A. W. Nowell, driver.

No. 3. Most Horrible Dream, Leslie Rowe, driver.

No. 4. One Horse Shay, Fred Nelson, driver.

No. 5. Antiques from Gray Lodge.

No. 6. Bugler.

No. 7. Lonely Clown and his two assistants, Ernest O. Searles, clown; Albert Dixon, James Brown.

No. 8. Sunbeam Team, Alice Wilson, driver.

No. 9. Colonel Elfer's Album, No. 3. Jesse Philbrick, driver.

No. 10. A Bit of Old Times, John Shapleigh, driver.

The judges were, Mrs. Kate G. Ives, Edward D. Hanscom, Charles W. Moulton, and they awarded prizes as follows:

First prize, pair of opera glasses to Miss Myra Worcester, driver of the water wagon.

Second prize, a whip, to Fred Nelson, driver of the One Horse Shay.

Third prize, a silver pie knife, to John Shapleigh, driver of A Bit of Old Time.

Honorable mention was given to "A Horrible Dream," and the Antiques from Gray Lodge.

MAY GIVE UP TRIP.

Lack of Water at Hampton Beach Hampers Mission Work.

Owing to a scarcity of drinking water at Great Boars Head, the excursions to Hampton Beach, conducted by the Manchester City Mission for poor mothers and children will probably have to be discontinued. The supply has been growing steadily less for the past several weeks and last Sunday the standpipe was practically dry.

It had been planned to take a party of 32 on an excursion Friday, but this plan will have to be abandoned, the officers of the mission say, unless rain increases the supply of water in the meanwhile.

GIVEN SHUT OUT.

Wednesday afternoon York Beach defeated South Berwick by a score of 5 to 0. Gill, who pitched for the Beach nine, was unsteady at times, but fine fielding held the visitors runless. The score by innings:

Innings	1	2	3	4	5	6	7	8	9	
York Beach	0	0	0	0	0	2	0	3		—5

Batteries—Gill, Baxter; Vreeland, Miller.

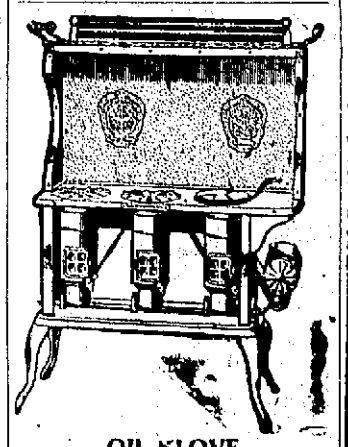
Broad Street FOR SALE

MODERN HOUSE

Price $3700

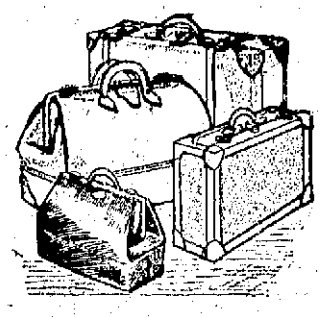
Eight rooms, bath, hot water heat, corner lot, excellent location.

BUTLER & MARSHALL
Exclusive Agents
5 Market Street.



OIL STOVE
THE BLUE FLAME
It gives a hot flame at once.
The usual summer stock of Refrigerators, Screens, Screen Doors, Etc.

W. E. PAUL, Agt.
Tel. 666W. 37 Market Street



Just at this time, vacation time, we have an unusually attractive showing of traveling bags and suit cases.

Whatever you want—"ont just for the trip," "a pretty good one," or "one that will last," you will find it here. All qualities in the now popular "over-night" bags in both black and tan leathers.

Trunks, too. All sizes and many grades.

HENRY PEYSER & SON

"Selling the togs of the period."

SIEGEL'S! SIEGEL'S!

MONEY REFUND SALE

And Summer Clearance Sale Is Now On

WOMEN'S, MISSES' AND CHILDREN'S READY-TO-WEAR APPAREL AT UNHEARD OF LOW PRICES.

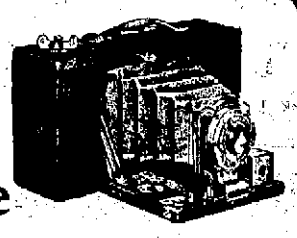
NOTICE

REMEMBER—Keep your slips on the day you make a purchase, they are valuable, you may be one of the lucky ones to have your money refunded on the day we select, no matter how much you purchase. Due notice will be given in the newspapers after this sale.

SIEGEL'S STORE, 57 MARKET ST.,

ENTIRE BUILDING.

Here's a Brownie that ought to interest you



For effective landscape composition or full and three-quarter length portraits the shape of its pictures is ideal. Size of pictures 2½ x 4¼ inches; achromatic lens, automatic shutter, reversible finder, two tripod sockets, automatic focusing lock. Ask to see the

NO. 2A BROWNIE

All sizes of Kodaks, Premos and Brownie Cameras. Best quality of Developing and Printing for the amateur. Fine Enlarging in all finishes. Superior Picture Framing.

H. P. MONTGOMERY
Opp. P. O., Portsmouth.

No. 6 Columbia Dry Cells

PRYOR & MATTHEWS,

HARDWARE AND PAINTS

36 Market St. Cor. Ladd St.

ENGINEERS ENGAGED IN CREATING CHANNELS TO HARBORS

Washington, Aug. 5.—"Leaving out the work going on to meet the demands of the big harbors of the country—on the Atlantic, on the Pacific, and on the Gulf coasts—the widening and deepening of the channels to these harbors—the Engineer Corps of the army is up to its ears, during these torrid August days, in an effort to make the rivers and navigable streams do their proper share in the upbuilding of the country."

With becoming modesty, a member of the engineer corps, charged with much of the detail of river and harbor improvement, thus outlined what is going on throughout the nation in bringing the rivers to the door yards of the people, and furnishing the out-of-the-way places with increased means of transportation for the output of farms, mines and factories.

And what is the engineer corps doing besides completing the Panama canal, in the way of river and harbor work? It is completing the Ambrose channel to a depth of 40 feet at mean low water, and a width of 2000 feet throughout its entire length. And this work is upwards of ninety-eight per cent. finished, so that when the next annual river and harbor bill is passed, instead of appropriating for further construction it will provide for the maintenance of this magnificent entrance to New York harbor, a work which, in many ways, is on a par with the building of the Isthmian canal, for it involved an estimated excavation of about 42,500,000 cubic yards of material for a length of seven miles of channel.

But this is not all the engineer corps is doing in the way of deepening and widening channels to our seaports. It is working on a 35-foot channel into Boston harbor; and one of the same depth from Delaware Bay into the harbor of Philadelphia, with a width of 800 feet in the straight parts, 1200 feet wide at Bulkhead Bar, and 1000 feet wide at the other bends of the Delaware river. The latter improvement will cost $10,920,000 and there will be an annual charge of $300,000 for maintenance.

Baltimore is to have a channel of 35 feet at mean low water, and 600 feet wide at bottom, with increased widths at the entrances and the bends from Fort McHenry to deep water in Chesapeake bay. When this project is completed—and reports in the engineer's office in this city show that substantial results have already been achieved—this busy, growing metropolis of the South will have one of the great harbors of the country.

What is true of Baltimore, Boston, New York and Philadelphia also is true of Norfolk harbor, for here, too, the work of giving Norfolk a 35-foot channel, with a width of 400 feet from deep water in Hampton Roads to the navy yard at Portsmouth, Va., a distance of about 11 miles, is well under way, with hope of completion by the close of the next fiscal year.

While the engineer corps is extremely busy on the big harbors of the Atlantic coast, the same holds true of conditions on the Pacific side of the continent, for two jetties are being constructed at the mouth of the Columbia, while big work is going on at Los Angeles. On the Gulf coast, a 35-foot channel into Galveston harbor, and a 35-foot channel to Texas City are being rapidly constructed.

Leaving out of consideration the millions that are being spent on the widening and deepening of the channels into the big harbors of the nation, one of the greatest projects which the engineer corps has under way, and upon which a cool $100,000 monthly is being spent, is the improvement of the Hudson river in the vicinity of Albany and Troy, where locks and dams are being built to connect the channel with the state barge canal, the aim of the engineers of the army being to complete their portion of the work before the completion of the canal proper—another engineering feat rivalling, in some respects, the construction of the great ditch across the Isthmus of Panama.

In the scheme of building an interior waterway from the rugged rocks of Maine to the sand spits of Florida, Congress early recognized the necessity of connecting up well defined water ways along the Atlantic coast, to the end that the perils of Hatteras and other danger spots along the Atlantic shores might be avoided.

As a part of the project the Chesapeake and Albemarle canal was purchased by the federal government at an upset price of $500,000, title to the same having passed to the United States within the past sixty days. This is a connecting waterway between Norfolk, Va., and Beaufort, N. C., being a part of the Boston to Beaufort Inlet (N.C.) section of the proposed continuous inland waterway from New England to the Rio Grande. The purchase of the canal having been accomplished, the engineer corps will shortly advertise for bids to deepen this waterway to 12 feet, with a width of 200 feet. To aid in the work of excavation, a dredge will also be contracted for.

"We are conducting the improvements on our rivers and harbors on the theory that we will have a river and harbor bill every year, as Congress has outlined will be done," said the Engineer officer referred to, "and our estimates for completing projects or continuing work on them are based upon the assumption that the money appropriated will be used up, and that there will be no hangovers.

"What is true of betterments going on along the Atlantic, Pacific and Gulf coasts is also true of activities along the Ohio, the Mississippi and in the Lake region."

PROTEGEE OF MAUDE ADAMS WINS FAME AS A SCULPTRESS

The long arm of coincidence, at which critics rail when it is employed to create effective situations in novels or dramas, sometimes plays strange tricks in real life. Here is a case.

For a period covering nine or ten years, a member of the Woman's Home Companion staff collected interesting and authentic anecdotes about the real Maude Adams. The completed article appeared in the issue of March, 1912, and included a pretty little tale of Miss Adams' kindness to a struggling young sculptress.

It seems that are artist, who was an admirer of Miss Adams had followed the actress on her daily walk in Central Park, studying her from a safe and respectful distance. Finally she molded a bas-relief showing Miss Adams profile crowned by the simple toque familiar to all who have seen Miss Adams on her daily constitutional during the winter months.

The likeness was so clear, so unmistakable and the poise of the head so characteristic that when a small plaque reached Miss Adams she invited the young sculptress to call on her. The successful woman of the theatre gave the beginner in art much wholesome advice, more inspiration and many happy hours. "Peter Pan," was just then at the height of its success. The sculptress had a standing invitation to come to the Empire Theatre as well as to visit Miss Adams in her home. Just how powerful was the influence of this woman who had risen to fame by means of her emarkable power of concentration and industry perhaps the young sculptress did not dream, for she was still in her teens.

Out of respect for Miss Adams wishes, the name of thes rtist was not mentioned in the article, and the writer herself forgot the incident as time wore on. A year after the story appeared in print, the writer was asked to call with other members of the staff on Miss Laura Gardin, who was at work on a design for the Better Babies Medal, to be awarded to prize winning babies in the Woman's Home Companion's campaign for Better Babies in America.

The committee made its way down to that quaint section of Old New York, known as Greenwich Village. It climbed many flights of dark and rickety stairs, to land in a huge sky light studio crammed and overflowing with plaster casts which ranged from fluted pillars to heroic figures of wrestlers and dashing soldiers. The sculptress was occupied in working out the suggestion offered by the art committee. The writer fell to studying the multitude of tiny figures, bas-reliefs and bits of plaster ornamentation tucked behind bigger and newer work. Suddenly she came upon a base-relief of Miss Adams. Memory worked swiftly. The writer wheeled on the artist.

"So you are the sculptress whose work Miss Adams liked"?

"Yes," admitted the artist, "but my work was very crude in those days. I wonder now that she could discern my talent. She as very kind to me, encouraging men when the way looked long and slow and making me see the worthwhileness of giving the best that was in me to my chosen work."

And so by a strange coincidence was Miss Laura Gardin selected to execute an important and renumerative commission for its editors. For the Better Babies medal is now making its way into homes between the Atlantic and Pacific coasts.

Now the Better Babies Bureau is exploiting and encouraging Better Baby Contests at which children are tested for physical and mental development, precisely as prize live stock is scored, and it wanted to have especial effective medals in gold, silver, and bronze to be awarded to prize winners. The design required deep consideration and careful treatment. It must have all the tender sentiment of the Better Babies idea, the sweetness of babyhood, the fuller joy of maternal instinct and artistic composition. What more natural than a woman should design this medal?

An artist sugested Miss Laura Gardin, whose feet were pretty well set on the first rung of the ladder of success.

"She has sentiment and imagination" said the artist.

So Miss Gardin was interviewed and undertook the commission. She did not begin molding at once, nor did she engage a model, though Greenwich Village in New York City, fairly bubbles over with bright faced babies. She began by studying babies collectively and individually, and then carrying memories of them back to her skylight retreat. She studied the babies of rich and poor, babies on parade, and babies rolling in the sand, the gutter and the bath. The babies she finally molded for the medal were real, human babies, not idealized cherubs? Yet they have the vague, elusive dimples, and lines of babyhood. They sit side by side, one looking up and forward, all the optomism of the race in his pose. The other looks down quiet and relaxed, as if still pondering on the wonders of the great unknown from which he has recently come.

It is said that "blood will tell," in any event Miss Gardin is the daughter of a water color artist and the granddaughter of the late Theodore Tilton, artist, poet and journalist. Shes tudied at the Art Student League, where she captured the St. Gaudens prizes for compositions, and the figure from life, with the corresponding scholarship. She has also studied with Fraser. Each spring and fall she exhibits her newest work at the annual exhibitions of the Art League, and this spring had thirteen pieces in the Gorham exhibit of bronzes. When Cardinal Farley was elevated to the cardinalate, she was chosen to design the official medal, and this ecured her entrance into the sacred precincts of the National Society. But possibly none of her work will give greater happiness than the Better Babies Medal, for this will go into hundreds of homes as testimonial that the family treasure has achieved high honors in a scientific test of physical and mental equipment.

THE ARMY COLORS

Flags Under Which Our Troops Fought.—Uncle Sam's Flag
(New York Sun)

Very few people know much about the flags under which the troops o the United States have fought. Gherardi Davis of New York has found the subject very fascinating, so much so that he has produced a book in which the romance of the American flag stands forth in absorbing text and attractive plates. The book is p out in a very limited edition.

Mr. Davis calls his book "The Colors of the United States Army. It covers the period of our history from 1789 to 1912, although the subject prior to 1788 is touched upon. As he says in his introduction he has made only an attempt at a brief history of the colors, of the United States army. He found not only that very little had been written on the subject but also that the gathering of material for the work was not an easy task. Even the records of the war department are very incomplete while these of the regiments are more so. In speaking of the colors of the regiments Mr. Davis says

"In the past, not much attention has been paid to them and they have been revered as are the colors of the German, Russian, and Austrian armies, even when men without number gave their lives to save them in action. There is nothing in the modern army color to indicate anything connected with the history of the regiments, as is the case in most European armies.

A curios bit of flag history has bene dug from the records and old newspapers by Mr. Davis. He has found that the stars and stripes was very generally used at sea after its adoption as the United States flag by congress, in June 1777. On land, however, the present flag of the U. S. seems not to have been so generally flown. As late as 1780 Mr. Davis found General Washington was in correspondence with the war board in a series of letters that indicated that the question of national colors was still undecided.

Mr. Davis has seen a number of flags which existed before 1834 and from them he has presented a clear idea of what general patterns were probably in use in those years.

The oldest regimental flag of which he has any knowledge is that of the Fourth Infantry (1796), and he makes it the first plate in his book. The flag is of yellow silk ornamented with a scroll of light blue on which is the name of the regiment in gold letters, an ornamentation closely resembling the one on the colors of the Second Rhode Island regiment of Revolutionary days. Mr. Davis believes that the pattern just described may safely be said to have been carried as a regimental flag until 1841. The silk was often yellow or white, but there appears to have been no rule about the shade.

The War of 1812 no doubt brought out a lot of new colors, due to the organization of new regiments and the reorganization of many regiments of infantry which were disbanded in 1802, but of their details little is known. Relics of that war include infantry regimental colors to the number of thirty.

An interesting fact about the origin of the thirteen stripes and the thirteen stars is here related. On the colors of the First regiment of Light Artillery (1812 or earlier) the shield has the letters "U. S." on the blue chief and bears fifteen stripes. There are seventeen stars above the eagle's head and the motto "E Pluribus Unum" does not appear. With few exceptions Mr. Davis says, all the colors prior to 1834 showed the same details of design. The number of stars varied. He explains the fact thus:

"By act of congress of 1792 the flag of the United States was to have fifteen stripes and fifteen stars and thi remained so until 1818, when congress provided that the stripes should be thirteen in number, the stars, however, to increase in number as the states increased. This explains the fifteen stripes on the arms of this and other colors prior to 1818. The number of stars above the eagle is not always an accurate guide to the date of the flag, for the reason that new stars were not always added to the colors on the admission of new states.

The general regulations for the army issued in 1834 contain the first description of army colors to be found in the war department. Mr. Davis finds the description of sufficient interest to put into his book. The garrison flag is described thus:

"It is to be made of bunting, not to exceed forty feet fly, and twenty feet hoist. To be composed of thirteen horizontal stripes of equal breadth, alternately red and white beginning with red. In the upper quarter near the staff, will be the Union, composed of a number of states, distributed over a blue field, one-third the length of the flag, and to run down to the lower edge of the fourth red stripe from the top."

Mr. Davis has produced an interesting book on a subject about which little is known and which few have heretofore studied. The plates with which the work is illustrated are very helpful to a thorough understanding of the text. Those which are colored were made from water colors done by Mrs. Davis and the author.

WELL DESERVED

The Praise That Comes From Thankful Portsmouth People.

One kidney remedy has known merit. Portsmouth people rely upon it.

That remedy is Doan's Kidney Pills. Portsmouth testimony proves it reliable.

Arlon A. Ballou, machinist, 378 Pleasant St., Portsmouth, N. H., says: "I think as highly of Doan's Kidney Pills today as when I first used them. For some time my kidneys were out of order and caused my back to become very lame and painful. I finally got so bad that I could not attend to my work, as any sudden movement sent sharp twinges through my body. Doan's Kidney Pills, procured from Philbrick's Drug Store, came to my relief and I have had practically no trouble from my kidneys since using them. Whenever I hear anyone complaining of backache, I advise a trial of Doan's Kidney Pills and know of several persons who have acted on my suggestion and have been benefited."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

Ruth St. Denis, East Indian Dancer, at York Village, Aug. 11 and 12.

PUT IT UP TO FELKER.

Millionaire Wants Governor to Get After Police Officer.

W. S. Borden, a millionaire of Greenwich, Conn., and New York city, was arested twice recently in Keene a policeman of that city being the complainant in both instances. Boyden has since sent many telegrams to Governor Felker asking for the immediate removal from office of the police commissioner of that city, because they failed to remove the officer at his demand.

Twenty-one pounds of slack salted pollock for $1.00 at Clark's Branch Tel. 133.

DESTRUCTIVE INSECTS COSTLY TO NATIONAL FORESTS

By a prompt campaign against a flourishing colony of bark beetles on the Ochoco national forest in central Oregon, the government is exminating a danger which threatened to destroy millions of feet of timber.

Some authorities claim that the amount of timber killed each year by insects is equalled only by the annual loss from forest fires. Among the most destructive of these insect enemies are the bark beetles, one of which, the mountain pine beetle, is responsible for most of the damage in the Ochoco forest. This deadly little beetle is less than a quarter of an inch in length, but bears the ponderous scientific name of Dendroctonus monticolae Hopk, which, being interpreted, signifies killer of the mountain pine tree, discovered by Hopkins.

Its methods of operation are interesting. The mature beetle bores through the bark of the tree and excavates a gallery in the inner living bark and in the outer surface of the wood in which it lays its eggs. When hatched each young larva or beetle-grub, channels into the growing portion of the trunk, feeding upon the inner bark. When full grown the larva, after passing through a dormant or papal stage, becomes a beetle. This beetle then drills out through the bark in July, and, emerging into the world, seeks a fresh tree and start a new generation. With this "chain-letter" method, it soon infests a large area. The galleries or channels of the larvae girdle the tree and kill it, and the beetle's presence is usually discovered, as it was in the Ochoco forest, by a patch of red-brown dead pine trees in the midst of a mountain-side of green.

In fighting this forest scourge, the method recommended by the Bureau of Entomology is followed. The simple removal of the bark of infested trees between October and July, while the larvae are still in the tree, is sufficient to kill them. The lumber may then be sold while it is yet sound. On the Ochoco forest, however, there was no market, and the forest officers found that the cheaper and more effective method of control was to fell the trees and burn them before the new broods of beetles could emerge. In 1912 the infestation was given a decided check by the cutting of 3,500 trees. This summer the attack on the insects was resumed with renewed vigor, and 42 laborers, in charge of a forest officer, cut more than 40,000 trees. As a result of these vigorous measures, the government apparently has the beetles under control.

Never can tell when you'll mash a finger or suffer an cut, bruise, burn, or scald. Be prepared. Thousands rely on Dr. Thomas' Electric Oil. Your druggist sells it. 25 cents and 50 cents.

Small Boon Island mackerel at Clark's Branch, Tel. 133.

MOTOR BOAT GOODS

ALL KINDS.

LIGHTS, HORNS, BELLS, WHISTLES, LIFE PRESERVERS, COILS, PLUGS, FLARES, FLAGS, YACHT ENSIGNS.

See our line first.

For Sale By
W. S. JACKSON
111 Market St. Tel. 328-5

ARE YOU GETTING SIX PER CENT. ON YOUR MONEY?

If not, you are invited to look into our Real Estate Investments which yield 6 per cent. at least, with your Principal Unconditionally Guaranteed.

Hundreds of local investors are receiving regular quarterly dividends of 6 per cent. on their money invested with me.

Full information furnished upon request.

FRED GARDNER
Room 2, Glebe Building.
PORTSMOUTH, N. H.

MURRAY MINE
ANTHRACITE COAL
EGG, STOVE, NUT

Our Plymouth Hard Coal is the BEST coal mined.

If you want a coal that does not clinker, call up

THE PEOPLE'S COAL CO
W. E. Higgins, Mgr.
Office, 60 Elwyn Ave. Tel. 164l-W.

RUTH ST. DENIS
World Famed Dancer
York Village, Aug. 11 (4 p.m.); Aug. 12 (8.30 p.m.) (In case of rain either day Aug. 13)
Reserved Seats $2 and $1.50; all others $1
Tel. No. 1 York, or write P. O. Box 175, York Village, Hist. Imp. Society.
Special electric cars after performances in either direction.

Home life is happier where there's a Victor

Whether you just want amusement for the youngsters, or dance music for the young people, grand opera and classical numbers for the grown-ups, or old-time ballads for the old folks, the Victor is always ready to accommodate you—to cheer and entertain every member of the family, and all your friends besides.

Wouldn't you like to hear your favorite music on the Victor-Victrola? Stop in at any time and we'll gladly play it for you.

And we'll explain how easy it is for you to get a Victor-Victrola right now. $15 to $200. Victors $10 to $100.

FRED W. PEABODY
Jas. M. Hassett, Mgr.
Tel. Con. Open Evenings

HIGH RENTALS ARE ASKED FOR AMBASSADORS HOME

Berlin, Aug. 6.—James W. Gerard, American Ambassador to Germany, with his wife and her sister, the Countess Anton Sigray, left for Homburg at noon today to embark on the America for the United States tomorrow.

Mr. Gerard succeeded, aided by the newspaper versions of his house hunting difficulties in finding two suitable houses for his residence in Berlin. One of them is in the aristocratic Tiergarten district and the other near the center of the city. The rental of each is about $19,000 annually, thus exceeding the Ambassador's salary by $1500.

Either one of the residences contains ample room for the embassy offices and private quarters, as well as for entertaining purposes.

Mr. Gerard will, before deciding on taking a lease of one of the houses, discuss the situation with President Wilson and Secretary of State Bryan when he reaches Washington.

George von L. Meyer, formerly Secretary of the Navy, who arrived last evening and was staying in the same hotel as the Gerards, conveyed his sympathy to Mr. Gerard, telling him he had been subjected to similar experiences while he was ambassador in Rome and in St. Petersburg.

PRESIDENT WILSON'S POLICY ATTACKED

Washington, Aug. 6.—President Wilson's action in sending Ex-Gov. John Lind of Minnesota to Mexico as a special emissary in the present situation was attacked in the Senate today by Senator Clark of Wyoming, who declared "something else must be done by the Administration to guarantee adequate protection to Americans."

Senator Clark presented a resolution for an immediate investigation by the Senate Foreign Relations committee of the condition of American citizens and American property in Mexico.

This resolution is not introduced in a spirit of hostility to the Administration or of criticism of the Foreign Relation Committee," declared the Senator. "but conditions are growing steadily worse in Mexico. Now we learn that Gov. Lind has been sent there by President Wilson.

"That does not satisfy. Mr. Lind does not go as the official representative of the United States. He does not go as an Ambassador, clothed with authority to represent the United States. He cannot be appealed to by American citizens for protection. Some other steps are necessary to give to Americans and American property the protection they need and are demanding."

Senator Sheppard of Texas represented a summary of the strength of the Constitutionalista forces in Mexico. He declared the Senate should have complete knowledge of the number of the Constitutionalist leaders, the troops they could muster, the extent of the territory controlled and the extent of their equipment.

Senator Sheppard's report showed that the Constitutionalist leaders had followers numbering between 60,000 and 80,000 and that they were in possession of far more than half of Mexico.

"We are unable to get exact and definite information," continued Senator Clark, "about conditions in Mexico. Evidence still continues, however, to show that American property is being destroyed every day, that American citizenship is being dishonored there and even officers of the American Government are being shot down.

"It is no purpose of this resolution to place the responsibility for these outrages. It is to obtain information. I know there is a disposition at times to regard such information as confidential. But in my judgment that is not the proper course now, because it is no secret that other Nations than ourselves are interested in the situation.

"Conditions are being talked of not only in the Senate, but elsewhere. The conditions cannot long be borne with by the American Republic. Something must be done or something will be done. I do not intend to ask for a vote on the resolution at this time, and unless some one desires to make a statement in regard to it I shall ask that it go over."

His idea of the solution of the situation was to lift the embargo on arms, so that the Constitutionalists could carry on a more active campaign. Then, he declared, troubles in Mexico soon would be settled.

TRUNK LINE ROAD IMPROVEMENTS

More of the through highways leading out of New York City have been interfered with by new construction and repair work this season than ever before. This has naturally been a serious inconvenience to long distance tourists; but as the season advances, a number of the most important contracts are being completed, and gradually many of the roads that were closed earlier in the season are open or at least may be traveled with much less trouble and delay than heretofore.

Accordingly the A. A. A. Touring Information Bureau, it is now desirable to continue straight through from Ronda to Palatine Bridge, and vice versa. In making the run through the Mohawk Valley between Albany and Buffalo. Earlier in the season it was necessary to cross to the south side of the Mohawk river and take a poor road the entire distance between the towns. Now however, the work has sufficiently progressed, as to justify going through the unfinished portions and therefore securing the benefit of the work now about three quarters complete.

On the shore line out from New York to Bridgeport and New Haven, great difficulty has been experienced by tourists, owing to several miles of road construction and repair between New Rochelle, Mamaroneck, Rye and Portchester. A considerable proportion of this has just been finished and thrown open to travel; and while the work is not yet complete, the number of detours have sufficiently lessened to justify going that way instead of by the much longer route through White Plains.

The former long detour above Pawling on the way to the Berkshires has also been shortened to a relatively short detour, and tourists are now using that route to a greater extent.

While much less than the expected progress has been made in repairing the road north of Peekskill through Garrison and Cold Spring, that stretch will not be as bad during the balance of the season as it was in the spring and early summer. With care tourists can drive over the 2 1-2 miles of bad road without seriously interrupting their schedule. Meanwhile the work in process between Salisbury, Conn., and South Egremont Mass., on the regular route from New York through Pawling to Great Barrington and Pittsfield, has been largely completed, and can be used without encountering the difficulties of a few weeks ago. During the balance of the season tourists will be able to secure the advantages of the work already done or about to be finished this year, and it is quite likely that there will be more than the average amount of 5th touring.

PLENTY OF BUTTER NOW IN STORAGE

Chicago, Aug. 6.—Although Chicago housewives have been paying midwinter prices for butter, and a further advance is expected, there are more than 65,000,000 pounds of the product in cold storage, according to the report today of the Warehousemen's Association. This is about 10,000,000 pounds more than the reserves a year ago.

A half cent increase yesterday made the price 26 1-2 cents to jobbers, and another advance of 1 cent was predicted for today. Prices to consumers range from 35 to 38 cents, according to location.

Jobbers attribute the high price and enormous cold storage stocks to the warfare between the Chicago and Elgin butter boards. Jobbers have been in the habit of contracting in advance for butter to be delivered during the season of greatest production on a basis of Elgin prices. This year Elgin quotations have been relatively higher than prices at any of the leading markets of the Nation.

Jobbers have been paying more for butter than they could sell at, and have been forced to place their purchases in storage, awaiting a higher market.

There has been an unusually heavy production of butter and so much of it has gone in storage that jobbers anticipate a drop if there is a mild winter.

A CHANCE FOR SOMEBODY HERE

On the wings of the civic awakening comes a brand new municipal officer—the city fly catcher. A few months ago the city of Redlands, California, appointed such a functionary, whose duty it is to attend to the placing of fly traps along the curbs and to remove the flies daily. This official is the inventor of the traps which are now a novel feature of the Redlands streets. They are made of wire netting and wood and stand about two feet high. The fly catcher has one hundred of these in use on the business streets and alleys.

Reports of this new municipal activity make exciting reading. The fly catcher announced recently that he had caught 241 gallons of flies since he took office. He was able to estimate the number to the gallon by dividing a pint into small lots and counting the flies. In this way he found that the number of dead flies to the gallon was 60,000. At that rate he has already captured 14,000,000 flies.

As scientists claim that every time a fly is killed the slayer prevents the birth of 1,278,000 others, the fly catcher's work in Redlands assumes tremendous proportions.—Independent.

Constipation causes headache, indigestion, dizziness, drowsiness. For a mild opening medicine, use Doan's Regulets, 25 cents a box at all stores.

Read the Want Ads on Page 7.

Cannon Roar In War Game as Forts Attempt To Guard New York City From Battleships.

Photos by American Press Association.

Stubborn resistance, technically speaking, was made by the three forts, Terry, Wright and Michie, at the entrance to Long Island sound to the attack of the north Atlantic fleet in the war game attempt to capture New York city. The upper view shows the artillerymen of Fort Terry using their mortars. The lower, coast artillery in action.

HUMANITY WILL BENEFIT BY THIS CONVENTION

London, Aug. 6.—The International Medical Congress was opened today by Prince Arthur of Connaught, as the representative of King George, in the great Albert Hall, in the presence of a great audience. Prince Arthur, who, together with Sir Edward Grey, Secretary of State for Foreign Affairs, was seated on the platform with the president of the congress, Sir Thomas Barlow, president of the Royal College of Physicians, physicians extraordinary to King George and honorary LL. D. of Harvard, Montreal and Toronto, welcomed the delegates. He spoke of the marvelous advancement made by medical science. The credentials of every member of the audience were rigorously scrutinized before entry could be obtained to the Albert Hall. This measure of precaution was taken in order to keep out suffragettes, several of whom attempted to enter. A large force of police guarded the building while women carrying billboards bearing the words "What do the doctors think of woman torture" paraded outside the hall.

Viscount Morley, lord president of the Council, presided last night at a banquet given by the British Government to some six hundred of the leading delegates. During the congress, which will continue for a week, there will be the greatest concentration of medical wisdom in London the world has ever seen in one place. Doctors from all the countries of the world, estimated in aggregate 10,000 and including the greatest specialists in all departments of medicine and surgery, are here to attend the meetings. While the general sessions will be held in Albert Hall, there will be daily discussion in twenty-six sections and sub-sections of the congress, for which purpose as many halls have been engaged. The latest researches and discoveries in every branch of the art of healing will be discussed.

Among the American delegates here are Professor Harvey W. Cushing of Harvard University, who will deliver an address on surgery; Dr. Robert Abbe of New York, who will tell what radium has done toward curing malignant cancer in its early stages and Dr. Rudolph Matas of New Orleans, who will describe the success he has achieved in transplanting blood vessels and transferring organs and even limbs from one living animal to another. The German delegation includes Dr. Paul Ehrlich chief of the Government's institute at Frankfort on-Main, who is acclaimed by his people as the world's greatest pathologist. From Japan comes Shibasaburo Kitasato, a famous bacteriologist and acknowledged to be one of the greatest authorities on the plague. The congress will be a clearing house for the free exchange of information concerning achievements and discoveries in the highways and byways of medical science.

TALKS WITH YUAN

Chicago Man Pays Visit to President of China.

Meet in the Forbidden City—Discuss Outbreak for the Investment of American Capital in the New Republic.

Pekin, China.—President Yuan Shih-kai now lives in the forbidden city, that famous group of palaces which for centuries was the residence of China's emperors. As the ruler of a free people Yuan now occupies the very courts and halls where he was wont to kneel as a humble courtier before an absolute monarch. True, the central part of the forbidden city is still occupied by the deposed boy emperor and by the widows of the emperors Kuanghsu and Tungchich, but this is only a temporary arrangement.

The first American to be received by President Yuan since his removal to the imperial palace was John T. Lenfestey of Chicago. The interview was arranged through E. T. Williams, the American charge d'affairs and acting minister to China. By special appointment Mr. Williams and Mr. Lenfestey went to the Palace of the Three Seas April 21. They entered the palace by the east gate, which is a beautiful specimen of Chinese architecture.

Just inside the gate they were met by a servant in uniform who escorted them to the edge of the lake, which lies between the gate and the palace. There they found a barge manned by ten oarsmen waiting to take them across the lake. This barge was formerly the pleasure boat of the Grand Empress Dowager Tze Hsi. From the lake they had a fine view of the parks and palaces of the forbidden city. To the north was a magnificent marble bridge spanning the lake. Beyond that toward the pagoda of the ten thousand Buddhas and the imperial temples. To the south was a beautiful island, where the golden tiled roofs of many palaces could be seen shining among the trees.

President Yuan Shih-Kai.

Arriving at the opposite shore of the lake they were met by an officer who conducted them through several large gates to the palace now occupied by the president. In the anteroom of the reception hall they were met by Admiral Tsai Ting Kan, secretary to the president. Admiral Tsai was dressed in Chinese fashion and wore a bronze colored gown of silk. After a wait of a few minutes it was announced that the president was ready to receive them. As they advanced across the spacious waiting room they saw the curtains to the door of the reception room slowly drawn aside. About ten feet inside the door stood the president framed as in a picture.

After Mr. Williams had shaken hands with the president, Admiral Tsai introduced Mr. Lenfestey. The president invited all to be seated at a small table near the center of the room. A servant brought cups of tea, a bottle of champagne, cigars and cigarettes. The president first conversed in Chinese with Mr. Williams, whom he has known for many years and whom he counts among his best friends. Then turning to Mr. Lenfestey he said that he was always pleased to see travelers from other countries, especially from America.

When Admiral Tsai had interpreted this Mr. Lenfestey expressed his admiration for the energetic way in which the president conducted the affairs of state. "We Americans," said Mr. Lenfestey, "admire you not a little for the way in which you make enemies. We know from experience that no one can carry out a great reform movement without making enemies."

After the president had thanked him for compliment, Mr. Lenfestey asked what the policy of the republic would be with reference to the investment of American capital in China. The president answered that he appreciated the friendly attitude of America toward the republic of China and especially the stand which the American government had taken on the loan question.

"There can be no doubt," said the president, "but that every encouragement will be given to Americans who have a share in the commercial and industrial development of China."

300 Girls Want to Wed.

Romo, Italy.—Three hundred girls here promptly availed themselves of the recent order which permits them to wed. The postmaster general who granted the permission was asked by nearly every couple to act as best man.

Read the Want Ads on Page 7.

PORTSMOUTH THEATRE

THURSDAY - FRIDAY - SATURDAY
AUGUST 7, 8, 9

RUTH HAYWARD
Singing, Dancing, Talking

ALLEN & FRANCIS
Singing, Talking, Dancing

5 REELS BEST PICTURES 5 REELS

10c Same Little Price 10c

A Few Reserved Seats 20c

ONE LOT LARGE SIZE
Crex Art Squares
Slightly Damaged
Sale Price $3.69
WAS $8.75
Call At Once If Interested

UPHOLSTERING A SPECIALTY

Portsmouth Furniture Co.,
CORNER DEER AND VAUGHAN STREETS.

THE WHITE STORE
THE STORE OF NEW MERCHANDISE!

is now offering all Ladies' and Misses' Wash Suits and Dresses in this store, all this season's most popular styles, at a trifle more than half price. We refuse to carry them over.

All Wash Suits, regular price $5.98; now.....$2.98
Dresses worth $8.50, now.....$5.50
Dresses worth $6.50, now.....$3.98
Dresses worth $5.00, now.....$2.98
Dresses worth $3.98, now.....$2.50
Dresses worth $2.98, now.....$1.98
House Dresses, a few more left at.....79c

Call and see these dresses; try on a few, and you are sure to decide that it will pay you to invest.

THE WHITE STORE M. SALDEN, Mgr. Next 5 & 10c Store

Try a Display Ad for Results

WATER POWER IN NEW ENGLAND

Many Advantages Over Other Sections In Fall and Flow of Her Rivers.

Industrial Boom Should Follow Their Use For Hydroelectric Purposes—Figures Show She Already Leads.

The problem of harnessing our rivers and utilizing their power to move the wheels of commerce and industry is today a subject of ever increasing study, and it is one fraught with tremendous importance to the future of New England.

The increase in the price of coal, the fact, as shown by geologists' reports, that our coal supply is not inexhaustible, particularly the supply of anthracite, have turned our thoughts to the river, have made us try to avail ourselves of its friendly flow and utilize the enormous energy which it represents.

The increased attention given to this subject resulted a few years ago in the geological survey making a careful examination of the country's water power, and a year ago the bureau of corporations revised and extended the work so as to show the extent to which water power has up till now been utilized. The report of the commissioner of corporations, for one thing, pointed out that the great bulk of the water power of the country was on its edges—in other words, that New England, New York and Pennsylvania and a few south Atlantic states, together with the Pacific, contained pretty much all that there was of it.

The following are the principal rivers whose potential water power is so important to New England and which should make it pre-eminently the place for manufacturing opportunities:

St. Croix River, Maine.

Total fall 408 feet in 80½ miles; drainage area, 1,074 square miles; maximum rate of fall 9 feet per mile at Sprague Falls.

Penobscot River, Maine.

Total fall 1,130 feet in 300 miles; drainage area, 8,934 square miles; maximum rate of fall, 13.7 feet per mile at Chesuncook lake.

Kennebec River, Maine.

Total fall 1,001 feet in 128 miles; drainage area, 4,680 square miles; maximum rate of fall, 14.7 feet per mile near Moosehead lake (source).

Androscoggin River, Maine.

Total fall 1,105 feet in 199 miles; drainage area, 3,696 square miles; maximum rate of fall, 69.1 feet per mile near Magalloway lake (source).

Saco River, Maine.

Total fall 1,000 feet in 104 miles; maximum rate of fall, 94.6 feet per mile at or near source; drainage area, 1,750 square miles.

Merrimac River, New Hampshire and Massachusetts.

Total fall 360 feet in 110 miles; maximum rate of fall, 52.0 feet per mile at Manchester, N. H.; drainage area, 4,604 square miles.

Contoocook River (Branch of the Merrimac).

Total fall 905 feet in 55 miles; maximum rate of fall, 70.4 feet per mile at Bennington, N. H. (Drainage area included in Merrimac.)

Connecticut River.

Total fall 1,600 feet in 375 miles; maximum rate of fall, 34.3 feet per mile at Connecticut lake; drainage area, 11,887 square miles.

Housatonic River.

Total fall 300 feet in 120 miles; maximum rate of fall, 19.4 feet per mile at Falls Village, Conn.; drainage area, 1,932 square miles.

Labor is generally more plentiful, particularly skilled labor, where the conditions of living are the best, where there is the best environment for the home, the best educational advantages. It is for reasons such as these that New England has such a large population of skilled mechanics. It is for these reasons that years ago it became an industrial region almost without equal in this country; hence it must be that with the development of the enormous power lodged in her streams and its conversion into electrical energy possible of transmission over an extended area there should be no question but that this region is to be the scene of great industrial expansion through the superior advantages it will thus offer to manufacturers.

Hydroelectric power—the power of the flowing stream converted into electrical energy through the use of turbines—may not be cheaper than steam in some places, for its cost to the consumer varies with conditions. It seldom runs higher than steam and in many instances much lower—as, for instance, at Rumford Falls, in Maine, where the power of the river thus converted is supplied to nearby manufacturing establishments at a cost of a third of a cent per kilowatt hour. But even with its cost approximately that of steam, with coal at its present price, it cannot be doubted that the region possessing a large and well distributed supply of such power is going to prove attractive to industry, and particularly to new enterprises, by reason of the fact that through its use there is saved to the manufacturer a large percentage of his capital which would otherwise have to be expended in a steam plant. This saving can be used to enlarge the size of the plant and increase its capacity. Consequently with the completion of even a few of such hydroelectric stations as are now being erected New England should see a growth in her industries, though these plants encroach but little on her potential water power.

That New England has long recognized the friendly power of her streams and been a leader in developing such power by the old methods in vogue before the present age of electricity is shown by the figures. The total developed water power of the country at the present time was estimated by the commissioner of corporations in his recent report at about 5,000,000 horsepower. Of this New England had about 26 per cent, New York 19, Minnesota and Wisconsin 17 and South Carolina 5. The minimum potential water power—that is, all the power lodged in the lakes and streams of the entire country—was placed at 26,736,000, including that already under development. The maximum was placed at 51,338,000. At the recent conservation congress it was estimated that the utilization of even this minimum amount would mean the saving of 600,000,000 tons of coal.

According to the census figures, more than two-fifths of the total power derived from water wheels by manufacturing establishments is found in New England. More than one-quarter of the total power of all kinds used in New England's many factories is supplied by water wheels. No such showing is to be found anywhere else in the United States. If this showing has been made with the old form of power transmission, revealing as it does how readily her rivers by reason of their great fall and flow have lent themselves to man's purposes in this respect, what must be the opportunities for her industrial growth in the new method of harnessing the stream, a method by which the power represented by the river's fall is taken and converted into electrical energy and distributed throughout a territory many miles in extent!

Today no longer does man have to come to the stream and build his plant at the brink of the fall. Instead he brings the power to him. Here is a method by which the plunging waters are led tunnely through tunnel or canal so that the force of their fall may move mighty dynamos, a method by which the hand of man, as to speak, reaches out and, wresting the power from the river, uses it to run his mills, light his streets and move his trolley cars, though these may be a hundred miles and more away. And yet this new method is practically in its infancy.

The following table gives the amount of water power her plants are developing today and what they are capable of, a distinction being made between those establishments designed to sell power for commercial purposes and those run in connection with manufacturing plants:

	Commercial.	Manufacturing.	Undeveloped.	Total.
Maine	65,960	168,333	100,000	333,658
New Hampshire	16,460	103,658	33,500	153,608
Vermont	53,648	40,197	44,460	138,305
Massachusetts	70,037	58,922	14,670	145,229
Connecticut	32,000	15,519	4,000	51,519
Total	244,155	391,634	176,580	797,459

Here is a table of the potential water power of New England as estimated by the geological survey and revised in the bureau of corporations' report, both the minimum and maximum being given:

Maine	532,000	971,000
New Hampshire	152,000	295,000
Vermont	113,000	206,000
Massachusetts	142,000	273,000
Rhode Island	7,000	16,000
Connecticut	56,000	164,000
Total	1,002,000	1,926,000

It will be seen from these tables that the amount of water power now being used in New England is about 60 per cent of the minimum and a little less than 32 per cent of the maximum as figured out by the government experts. The amount of power these plants are capable of producing if fully developed is about 77 per cent of the minimum and about 41 per cent of the maximum. At the present time New England has a total of thirty-one commercial plants in operation. And yet, despite this fact and the fact that 25 per cent of the power in her manufacturing establishments is water power, taking the mean of these figures it would appear as if, roughly speaking, she had availed herself of not more than half of her water power.

Hydroelectric development must of necessity have its limitations. The practical limit of transmission for the current generated by this method was recently placed by one of the leading engineers of the country at 200 miles. The expense of these transmission lines must needs be great, requiring, as they do, a superior type of construction to carry the high voltage cables and a protected right of way through the country. In the case of one Massachusetts company, the New England Power company, a strip 150 feet in width has been cleared for its transmission lines. It is obvious therefore that that region is placed at the greatest advantage whose water power is the best distributed.

Great as may be the collective water power of a state it is at a decided disadvantage so far as its attractiveness to manufacture goes if it is concentrated at one spot like Niagara. It is 450 miles from Niagara to New York. In New England there is probably no populous center more than 150 miles from some large power site. In short, in no other part of this country is the water power so well distributed for industrial use as here. It offers a rare field for the development of hydroelectric power plants because all over New England these great water power sites are found near a market. Of New England can it be said that today she has a greater asset in her water power than Pennsylvania in her coalfields.

While hydroelectric development is comparatively new, capital has not been slow in seeking this form of investment in this region, as is shown by the total of her plants in operation and under construction. Only a few of the manufacturing states have developed power commercially to the extent of Maine or Massachusetts.

In the New England Power company Massachusetts has by far the largest single development in the New England states. It is the largest development east of Niagara, covering three states in its operations. Today with four plants in operation it is developing 70,000 horsepower. Eventually it will have eight plants in operation with a total output of power amounting to 200,000 horsepower.

The electrical energy to be furnished by this company in 1914 will replace annually 225,000,000 tons of coal.

All told this development will represent an investment amounting to over $4,000,000. Today this company is moving cars in Worcester and will soon be supplying power to the trolley lines of Fitchburg. It is running cotton mills in Clinton and Fitchburg, wire mills and car works in Worcester, is supplying current for the lighting of Fitchburg, Gardner and Marlborough and is selling power to lots of local electric companies in smaller towns throughout a wide area. Its operations cover a zone reaching from Keene, N. H., to Monson and Uxbridge, in southern Massachusetts. Eventually its lines will reach as far south as Plainfield, Conn., and Providence, R. I.

This plant was finished in January, 1910. Its output in 1912 amounted to 64,000,000 kilowatt hours. The other plants of the New England Power company are located on the Deerfield river, which, rising in the Green mountains of Vermont, empties into the Connecticut at Greenfield, Mass. The great problem connected with this development was the creation of a storage reservoir of sufficient size to tide over the low water season. One storage basin has already been constructed and work has been begun on a second which will impound altogether 55,000,000 gallons of water, thus insuring an adequate supply of water for the power plants throughout even the driest summer. There are now three of these plants completed and in operation on the Deerfield river, each containing three generators with the capacity of 8,000 horsepower each.

One plant is located two miles above the town of Shelburne Falls, another is opposite the village, and the third two miles below it. Within a short time a fourth plant will be completed on the river just above the Hoosac tunnel, with a capacity of 20,000 horsepower.

Ultimately this company expects to develop 100,000 horsepower on the Deerfield river alone.

To carry this great load 175 miles of transmission lines are now in use or being erected. These lines are built on their own right of way and can be seen for miles around.

Second only to this development is that of the Turners Falls company, promoted by the Cabot and Crocker interests of Boston. At Turners Falls the Connecticut drops abruptly some thirty feet. The falls have been used for power purposes by the old canal for generations. The dam, built in the sixties, has a crest of 1,906 feet. For hydroelectrical purposes the old canal was widened a few years ago and a power plant installed which yields 7,000 horsepower. In this way the energy of the turbulent river has been rendered possible of transmission far beyond the river bank. Today a new dam is being built and engineers are extending this canal with a view of wresting still greater power from the river by leading it to a point two miles below where another fall of sixty feet will produce electrical energy equal to 40,000 horsepower.

The power which is being developed at Turners Falls is sold to a number of allied companies which act as distributers. In this way it reaches many towns, including Riverside and Millers Falls. Through the Greenfield Electric Light company it reaches South Vernon, Northfield, Bernardston, Deerfield, Colerain, Buckland and Greenfield and through the Amherst and Easthampton Gas companies, Amherst, Sunderland, Whately, Hatfield, Hadley, Easthampton and Southampton. Turners Falls is but forty miles from Springfield. It is aimed to extend the transmission lines ultimately to supply industries not alone in Springfield, but in Chicopee and Westfield. In many of these towns, particularly Turners Falls, hundreds of factory sites are within easy reach of this power, whose price necessarily cheapens as the length of transmission shortens.

Another recent New England hydroelectric development is that at Rumford Falls. It has resulted already in converting what was twenty years ago a wilderness into a modern city with a population of 10,000 people. Here where the Androscoggin river has a ninety-nine foot fall a station has been built developing 20,000 horsepower. Over a million dollars has been spent on two great dams. Instead of canals the rushing waters at Rumford Falls are led through great steel tubes into the power station. The mills of the International Paper company take over 11,000 horsepower alone. The Oxford Paper company consumes 5,000, more and the Fort Hill Chemical company 1,250. The Central Maine Power company, located at Oakland on the Messalonskee river, is still another development with 6,450 horsepower developed and 23,000 undeveloped.

Connecticut is not without its hydroelectric development, for at Bulls Bridge, on the Housatonic, there has been for some years in operation a plant developing 30,000 horsepower. Besides running the trolley lines of the Connecticut company in Waterbury and New Britain, the latter fifty miles away, this power is today running several industrial plants besides local lighting interests.

These are but a few of the most important of the central hydroelectric stations already established and in process of construction in New England by which a partial utilization of the immense energy of its water courses may be accomplished and the power thus generated sold commercially. Scattered throughout this region at the present time are thirty-one plants designed to sell power commercially as distinguished from the scores of mills which still take power directly from the streams on whose banks they are located.

That these stations have already had the effect of cheapening power to some extent for the manufacturer there is no doubt. The increase of such plants, which is bound to occur, is certain to have a still greater effect in this line, all of which will redound to the advantage of the manufacturer who seeks New England.

Today the rates for large quantities of power vary from 3 mills per kilowatt hour at Rumford Falls, Me., to 1.6 mills in various parts of Connecticut.

If used in large quantities there is without question a considerable saving over steam according to those competent to judge the results.

In order to aid this development the industrial bureau of the New England lines has collected a list of available water power sites in New England and already there have been many inquiries for the same.

It is also about to undertake a careful tabulation of all the development work at present under way and which will redound to the benefit of New England's industries, whose promotion is one of the chief aims of the New England lines.

That manufacturers are beginning to appreciate the advantage New England possesses in opportunities for such development coupled with her supply of skilled labor there can be no question. It was her broad rivers and rushing streams which aided her settlement and stimulated her development in the early days of her history by affording easy means of communication and furnishing power to turn the water wheels of her infant industries. Today these same streams are stored with a dynamic force which when converted into electrical energy will be sufficient to move her mills and be the means of a new industrial growth rich in promise for generations yet to come. And the supply is inexhaustible.

PRISON SCHOOLS.

That even prison life is yielding to modern humanitarian impulses is indicated in the number of prisons that are maintaining schools for the benefit of prisoners. Out of 55 prisons in the United State and Canada reporting to the United States Bureau of Education, 44 have schools. In 33 of these a civilian head teacher is in charge. Altogether there are 27 evening schools, 19 day schools, and 8 correspondence schools. Both academic and trade subjects are taught.

In arguing for schools in prisons, Dr. A. C. Hill, of the New York State education department, who has prepared a bulletin on the subject for the United States Bureau of Education, points out that here are three ways of handling a man whom the courts have pronounced unfit to remain in society: "First, he may be put to death at once; second, he may be slowly killed in a destructive environment; third, he may be placed in a favorable environment and restored to normal health, if possible."

Prison schools represent an attempt to apply the last of these methods, according to Dr. Hill. "Schools in prisons are the expression of the highest conception yet formed of the proper way to deal with men and women segregated from society for violating its laws," he says. "They are an outgrowth of the belief that he door of hope must never be closed to any human being. They stand for opportunity. They are humanity's offer of help to overcome the inertia and despair that settle down upon a man disgraced and deprived of his liberty."

Prison libraries form an important education factor, and special attention is given to them in the Bureau's bulletin. Dr. Hill notes that here is usually plenty of books, but that the quality of the reading matter is seldom satisfactory. He cites the opinion of H. H. Hart, of the Russell Sage Foundation, that "not one prison in ten has a suitable selection of books. Most of them are composed of one-third unreadable books and one third trash."

In his conclusion Dr. Hill urges that better methods and greater efficiency in character building are needed all along the line, back to the school and the home. He believes that "public effort should be directed more fully to providing the right kind of education for the thousands of neglected children whose environment is such as to make the development of bad and dangerous characters almost inevitable. The hopeful sign of the times is an aroused public sentiment that is demanding a full knowledge of the facts and a vigorous use of the best means of checking moral degeneracy at its source."

NEW PLANTS DISCOVERED IN STUDY OF GRAZING LANDS

In making a study of grazing lands on the national forests, 125 entirely new species of plants have been discovered by the government's experts, and will be named and classified by the botanists of the department of agriculture.

Their discovery came about through the collection of some 9,000 different plant specimens, with notes as to their habits of growth and forage value. This work is part of a comprehensive plan to determine the grazing value of every acre of national forest land, in which the capacity of the soil to grow certain forage crops is to be determined and an effort made to decide for which class of stock sheep, cattle, or goats—the range is best suited.

The men who have made the studies have combined the qualities of practical stockmen and trained botanists. They divided the areas into small sub divisions that maps have been prepared that show exactly the kinds of feed that grow on each acre, and the time of year it is made for grazing. The map also shows the stocks water supply and indicates the kind of stock best suited to the area.

The investigation also showed the examiners many areas covered with flourishing plants that apparently should furnish excellent grazing, but which were not of a character relished by stock; these areas therefore had little or no stock carrying capacity.

As a result of the study the forest service announces that it will be in a position to perfect its system of grazing management

KEEPING THE TABLE SUPPLIED

How New England Gets Strawberries in February and Melons in May. What the Railroads Have Done to Accomplish This.

STRAWBERRIES in March, melons in May! Today this is the boast of no modern Lucullus, but the privilege of the many. You may even eat fresh strawberries away up in northern New England in February. Today the New Englander can cut his cantaloupe and eat fresh vegetables with snow still on the ground. New potatoes when his own are being planted are to him no longer a dream. Fresh peaches on his table when his own trees are just through blossoming excite about as much curiosity in him as the bride's bouquet of roses in January. No longer does that strawberry patch out in his own garden mean his first taste of the luscious fruit in June or July. It used to be so many years ago, but nowadays he has probably eaten quarts of berries long before his own have ripened.

All this has been brought about not by some agricultural wizard's work in our gardens, not by our meteorologists' work in studying the weather, but by the railroads. It is the result solely of the perfecting of our modern methods of transportation, the bringing up of our main steel highways of commerce to a standard not surpassed anywhere else in the world, enabling the traffic men and operating experts so to work out fast freight schedules that today the New England table is but forty hours from southern farms.

There is no faster freight service in the world than that which carries strawberries to the New England table from the southland in two days. There is no such terminal yard anywhere as the great yard or yards at South Boston of the New York, New Haven and Hartford, where this fruit and early vegetables are received, bought and sold and distributed. As many as 300 carloads of strawberries are sometimes received there in a single day, and so quickly are they handled that one hour after they have entered the yard they are either being unloaded or are being sent out again to Portland or places even farther north, where they can be eaten the next morning.

The celerity with which this most perishable of perishable freight is handled from the time it is put in the freight car in Florida, Georgia or Virginia until it has reached the marketmen scattered all over New England, is probably not exceeded anywhere in this country. It represents years of study, of painstaking work over railroad schedules, of the most effective

GATHERING EARLY BERRIES FOR NORTHERN SHIPMENTS.

co-operation between the railroads and of the most scientific management so far as it relates to this phase of the railroad problem. It has created a new business in New England, a business that practically did not exist twenty years ago. It has made new markets and a new industry for many; has wiped out the enormous advantage which Philadelphia and New York once seemed to have over Boston and New England in this matter of table delicacies and the handling of the early southern produce.

In the business world time is counted by the business day. In the produce business it is counted by the market day, and the market day begins and ends practically between 6 and 7 a. m. Thanks to a development of a fast freight service for this kind of produce, Boston's market day is now the same as New York's, and Portland, Me., is but one market day later than Philadelphia. Today a carload of strawberries can make the journey between Norfolk and Boston in just thirty-six hours and a half.

Perishable freight is the bane of the railroad man's existence. He sometimes loses more sleep over it than he does over passengers. It involves problems not met with in most kinds of freight. It must be delivered in the quickest time possible, and in this connection the railroad, like the shippers and the commission men, must always reckon on the market day. The loss of one market day on perishable freight like strawberries often means the loss of the entire shipment. The failure of a railroad's freight schedule to insure delivery of this kind of freight for a certain market day may mean the loss to that railroad of this entire business; to the commission men and marketmen it means so much less business to get returns from. On the other hand, the ability of the line table experts and the traffic men to knock off half an hour even on the running time of a freight train may mean to the road thousands of dollars of new business and for the commission men may open up a brand new line of trade. For years men have worked over these freight train schedules trying to lop off precious minutes of time in the yards, in the stops en route and in the delivery. Always their aim has been in the case of New England to get table luxuries, such as early strawberries, melons and peaches, into Boston by the second market day.

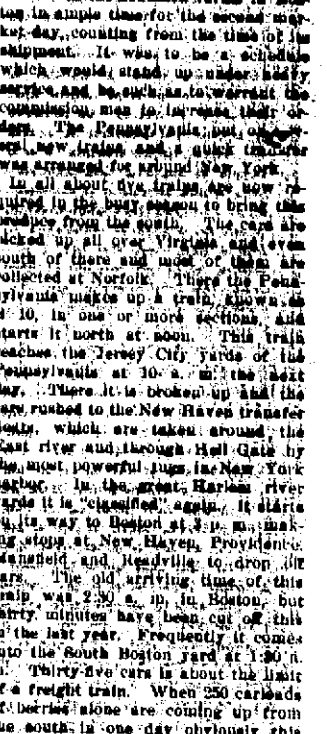
There is no more perishable produce than strawberries, and next to them comes fish. The New England railroads must bring the first into New England and carry the second out. In the case of berries it is absolutely essential that they be consumed within seventy-two hours from the time they are picked for them to command a price that will make the business worth while. When one considers that these early berries are picked in Virginia and points farther south, the problem confronting the New England railroads in getting them on the New Englander's table within this limit of seventy-two hours is thus seen to be a big one. If a carload of strawberries consigned to a New England produce merchant misses a market day at the South Boston yard it means usually a depreciation of at least 5 cents on every box, or, put in another way, a cent apiece. That may not seem much, but in the aggregate it is enough frequently to wipe out the profit on an entire shipment.

In order to make a market day with this kind of freight, the railroad must get it into Boston, say, between the hours of 2 a. m. and 6 a. m. The market day begins promptly at 6 a. m. That is the hour when the big bell rings out in the perishable freight yard and there begins a scene of activity among the marketmen. When this bell rings the cars must be ready to open so that their contents can be inspected and assorted and the fruit or vegetables sold, right as they stand in the car. Ten minutes after this bell rings the contents of the train may be on the way to the market.

This hour of 6 a. m., then, is the goal upon which the eye of the operating man and the traffic man in the railroad organization is fixed. It is the hour they must make, not one day, but every day, or lose the business. Down in Virginia, through Maryland and Delaware a freight train loaded with the luscious early berries of southern plantations, the first to feel the vitalizing effect of the spring sunshine, may be rushing through the night toward this goal with the speed of a passenger train. The engineer, has this goal in mind, the firemen along the route have it in mind, and up in the railroad offices the operating men have it in mind too. Like the man with the ball in the football game, these men are all working to put the train with its produce over the goal line before the big bell in the Boston yard rings out as a signal for the market men that another market day has begun.

New England has not always enjoyed the privilege of having strawberries in February or even melons in May. It was not many years ago that the average householder had to rely chiefly on his local fruits and vegetables. He waited until July for his strawberries. His melons and peaches he got later. Vegetables out of season were rare. This was when New England, by the then means of transportation, was many market days away from the south. These were the days of intensive railroads, as Mr. Brandeis would probably call them, short railroads connecting with one another, but operated separately and involving many transfer points. When freight has to go over several railroads operated on the intensive principle it is bound to suffer delays. Between Boston and New York there were the New Haven, the old Stonington road and the Boston and Providence, over which such freight had to travel.

Even in the early days of consolidation there was still much time consumed because the old freight transfer points were required. Boston and northern New England were not entirely without early produce, but owing to the slow schedules and delays the business was a hazardous one for commission men. In these days the bulk of the southern fruit and vegetables was put on a boat at Norfolk and rushed by sea to Boston. Some of it went by rail to New York and then by the old Stonington line to Boston. The sea route was able to afford the best service for the most part. The boats from Norfolk made the third market day, and sometimes not that. The Stonington line made possible a second delivery on the second day, but while this enabled some large consumers, such as hotels, in Boston to serve fresh fruit at the dinner hour the general consumer had to wait until the third day, while the depreciation went on.



FEBRUARY STRAWBERRIES IN NEW ENGLAND.

In 1899 the first fast freight service was inaugurated, but it was not all that it ought to be until about four years ago.

At that time the New Haven road's officials got together with those of the Pennsylvania and decided to work out a schedule which would land the stuff from the southern farms in Boston in ample time for the second market day, counting from the time of its shipment. It was to be a schedule which would stand up under heavy service and be such as to warrant the commission men in increasing their orders. The Pennsylvania put on extra new trains and a quick transfer was arranged for around New York.

In all about five trains are now required in the busy season to bring this produce from the south. The cars are picked up all over Virginia and even south of there and most of them are collected at Norfolk. There the Pennsylvania makes up a train, known as B 10, in one or more sections, and starts it north at noon. This train reaches the Jersey City yards of the Pennsylvania at 10 a. m. the next day. There it is broken up and the cars rushed to the New Haven transfer floats, which are taken around the East river and through Hell Gate by the most powerful tugs in New York harbor. In the great Harlem river yards it is "classified" again. It starts on its way to Boston at 3 p. m., making stops at New Haven, Providence, Mansfield and Readville to drop the cars. The old arriving time of this train was 2:30 a. m. in Boston, but thirty minutes have been cut off this in the last year. Frequently it comes into the South Boston yard at 1:30 a. m. Thirty-five cars is about the limit of a freight train. When 250 carloads of berries alone are coming up from the south in one day obviously this train can't take them all, though it runs in several sections. For the later sections of the Pennsylvania road's train bringing up the berries the New Haven has still a faster train ready. This train leaves the Harlem river yards at 7:25 p. m. and gets to Boston at 4 a. m. It also makes stops on the way where cars have to be dropped for midway points. All this takes time, so that the speed between these stops must of necessity be that of a fast passenger train.

These are the two great berry express trains of New England. With the Pennsylvania's trains they form the route over which daily passes the out-of-season fruit to which we are now so accustomed.

Though this stream of farm produce runs practically all of the year, it is subject to many changes. When Feb-

(Continued on Page Twelve.)

TREE PLANTING IN THE FALL

Nearly every land owner in New Hampshire is paying taxes on some land which is unproductive. Such land is a burden on this and future generations. Why not plant forest trees on cut-over land which has not come up to anything of value, or on pastures which have become unproductive? Setting out trees is easy, rapid work, the planted land will increase in value rapidly, and is entitled to a tax rebate for thirty years. Every farm will sell for more if it supports a good growth of pine or spruce.

The Forestry Commission is making arrangements to distribute trees from the state nursery for planting this fall. Heretofore they have been sent only in the spring. If planted in the fall the trees begin to grow earlier the next spring, and are more likely to withstand a drought. Also, in the fall farm labor is not so hard to secure, and the fall planting season is a little longer than the period in the spring during which planting is safe.

The only danger from fall planting is that trees planted on exposed sites uplands or low, moist ground may be thrown by the frost. Hence, in fall planting set the trees on light well-drained soil, preferably where there is a protective grass cover, or where scattered bushes afford protection.

Shipments will begin from the state nursery early in September. Prices range from $2 to $5 per thousand, according to the age and size of the trees. Upon application to the Forestry Commission, Concord, N. H., a blank form will be sent on which an owner can order the amount and kinds of trees desired. This should be done before September 1 to insure a choice of trees.

JOS. SACCO & CO

Foreign and Domestic Wines and Liquors

"QUALITY" GOODS. Wines, Hunter Rye, Hanover Rye, Gibson XXX, Chicken Cock, G. O. Stock, Lexington Club.

All the Portsmouth Beers and Ales. Case lots as low as any dealer in New England. Family trade solicited. Goods shipped to any point within the law. Tel. 159.

Mail orders promptly filled.

266 Market St., Portsmouth

WORK ON CROSS STATE HIGHWAY IS STARTED

Practically All of the Towns Have Made Appropriations--$100,000 Available for Road Construction.

Manchester, Aug. 6.—All Manchester interested in the proposed state highway from this city to the seacoast, and many inquiries are being daily made when work on this new trunk line is to be started. It will be pleasing news to the public to learn that work has already commenced in the towns of Raymond, Epping and Brentwood.

Preparations are being made to start the work in Candia, and it is expected that ere long work will also be started in the other towns. State Engineer Hooker is in communication with the selectmen of Auburn, and is endeavoring to straighten out matters so that something will be done in that town during the present season.

The entire distance of this route is something over forty miles, and about ten miles of this proposed road has already been constructed, leaving less than thirty miles to be completed, which is divided up among the towns as follows: Auburn 3 1-2 miles, Candia 5 1-2 miles, Raymond 3 1-2 miles, Epping 5 1-2 miles; Brentwood 1 1-2 miles, Exeter 1 1-2 miles and Stratham 2 3-4 miles.

Each of these towns has asked for state aid, and has the following amounts appropriated, which can be used for the construction of this new highway. Auburn $898.50, Candia $760.50, Raymond $1096.25, Epping $1209, Brentwood, $700.30, Stratham $706.80.

Now the state will at least put in dollar for dollar in these towns, and in some instances in the poorer towns probably more. This will be sufficient money to give the work a good start this season, which is the idea and purpose of the state engineer.

Now there is 2 1-2 miles of this new trunk line, which is within the city limits of Manchester, from the end of Hanover street to the Auburn town line, and the question is, is Manchester going to be behind the country towns in starting this important project, which means a great deal to the city? As yet the common council has taken no action in reference to this trunk line, and the board of public works, with no money at their disposal for this purpose, are absolutely powerless to do anything. The road from the end of the Hanover-street macadam to the Auburn line is about the worst there is in the city, and is perfectly vile to ride over, notwithstanding that it has for years been the most heavily traveled piece of highway that leads out of the city for vehicles and traffic of all kinds.

In the $100,000 bond issue for new highways, now pending in the common council, there is not a cent appropriated for this proposed line.

Now that this route has been made a trunk line there is an opportunity for the city to secure state aid on this proposition, and up to a certain amount the state will put in dollar for dollar for the amount raised here. This gives the taxpayers of the city an opportunity to get this important piece of work started, part of which will be paid for by the state. It is believed that at least $5000 can be secured from the state this summer, and if a like amount was raised by the city it would construct as long a piece of this highway as could be built before cold weather sets in.

For the construction of this entire highway the sum of $100,000 was appropriated by the recent legislature.

RIVADAVIA BEING DOCKED IN NEW YORK

New York, Aug. 6. The 28,000-ton Argentine super dreadnought Rivadavia arrived in New York early today from the Fore River Shipbuilding yards, Quincy, Mass., where she was constructed, to go into dry dock at the Brooklyn navy yard, to be painted. The Government extended the use of the dry dock.

On the trip from Boston the battleship was manned by a crew of 500 men from the Fore River works, and had on board a party of Argentine naval officers. When the work at the navy yard is finished she will have her trials off Rockland, Me.

The big vessel was saluted by the harbor craft when she slowly steamed by the Battery. She came here under her own steam, with no mishap of any kind on the trip.

The Rivadavia is 510 feet long, has a beam of 93 feet and draws 28 feet of water.

CLOUDBURST AT SHOSHONE

Several Persons Are Reported Drowned—Water Two Feet Deep In Streets.

Omaha, Neb., Aug. 6. A despatch from Shoshone, Wyo., reports a cloud burst in that city early today. Several persons are reported drowned and two feet of water in the streets. No further details are given.

POLICE NEWS

There were four drunks and one for indecent exposure on the police blotter last night.

The police were notified Wednesday evening that an automobile had been stolen from Old Orchard Beach and was headed this way. Later word was received that the auto had been found outside of Biddeford. The auto was disabled and one of the men who is accused of stealing it was arrested.

TAG DAY

St. John's Chapel will be open Thursday and Friday morning and afternoon for the distribution of tags and boxes and the appointment of chaperones and children to do the tagging. A few more chaperons are greatly needed.

KEEPING THE TABLE SUPPLIED

Continued from Page Eleven

ruary's snows cover New England this stream begins to trickle and then run red with the first strawberries ripened by the warmer sunshine of the south. Larger and larger it grows, and now the stream takes on a touch of green along with the red. Green peas and spinach and the early greens are flowing northward, first a few cars, then more, then fifty, a hundred, and finally sometimes as high as 300 cars a day of strawberries alone when the crest is reached in early June. The berries give way to melons and more vegetables, then to peaches, potatoes and onions, and so it goes until all New England's own crops are ready for the reaping.

The amount of perishable freight borne northward to New England and distributed from Boston has grown enormously since the railroad men perfected this schedule. In 1902 there were handled in yard No. 1, in the South Boston terminal, 4,083 cars of perishable freight. In 1905 it had grown to 6,586, in 1908 to 7,898, and last year it totaled 8,881. Here are some of the figures:

	1902.	1912.
Berries	633	1,522
Cantaloupes	262	523
Watermelons	412	676
Peaches	481	661
Spinach	167	275
Tomatoes	161	255
Potatoes	611	1,563
Pineapples	24	505

It is this stream, rising and falling with the weather conditions, which feeds the summer resorts and has enabled New England's famous hotels to cater to the finest trade and made them independent of local truck farms. It has also greatly increased the number of Boston's commission houses.

The speed with which this stream flows northward is equaled by the celerity with which it is handled in the South Boston yard, the great distributing reservoir into which it pours its tons of produce. There are seven yards and thirteen freight houses making up the Boston terminal, and in and out of it run 1,800 cars a day, of which this perishable freight forms only a part.

As soon as one of the fast express freight trains reaches the yard in the early hours of the morning the cars are marked showing what yard they are intended for, this depending upon the firms to which they are consigned. Then the switch engines get busy. It takes an average of twenty minutes to mark the cars. They have so reduced the time of switching or classification, as it is called, that in thirty minutes every car in a forty car train will have been put in its proper yard and place. On an average it is just one hour from the time the big Pacific locomotive lands its train of fruit in the terminal that the cars are ready to have their seals broken. That is when it is ready to be sold by the marketmen, though the sales do not begin till the bell rings at 6 a. m.

There are few other cities where this kind of freight is landed so close to the market. Ten minutes is all that is required in Boston to transfer it to the market from the car. In this terminal, where 1,125 freight cars can be kept at one time, there is sufficient space provided so that teams can back up to 2,100 of these cars.

About 95 per cent of the produce brought into this yard every day remains there or is shipped out by express. The cars destined for Portland and for northern New England begin moving out by noon again, but from Boston a radius of at least twenty-five miles is covered direct. Portland will get its berries in time for breakfast the next morning.

About 75 per cent of New England is affected by this fast freight service perfected by the railroad men. The sea has had to yield this traffic to the line of steel which ties the north to the south. Today the New Englander, even though he lives in Maine, is as certain of fresh strawberries for his table in the spring as he is of his own garden truck in the summer.

When the great Hell Gate bridge and Connecting Railroad joining the New Haven system with the Pennsylvania is completed in New York city this schedule may be shortened even more. This great engineering feat, undertaken by the two roads, will obviate the long water transfer around Manhattan Island. It is only three miles across New York bay from Greenville where the Pennsylvania's trains roll in from the south, to Bay Ridge, where the cars will again take the rails bound for Boston, and the dangerous and delaying tides of Hell Gate will thus be avoided. While it will not mean the saving of another market day, it will mean that more trains can be handled and may result some day in making Portland's market day the same as Boston's.

The railroad is the great harvester. It gathers the grain in one corner of our country and distributes it in another than man may be fed with the staff of life; but, more than that, it sees that his table is supplied with the good things of the ground though he live amid the snows.

Siegel's Money Refund Sale Siegel's

Entire Building 57 MARKET STREET Portsmouth

Sale Starts Wednesday, Aug. 6th, and Continues 10 Days

NOTICE—Keep your slips on the day you make a purchase and we will REFUND YOUR MONEY on the day we select of, which due notice will be given in the newspapers.

This is not only a REFUND SALE, but a clearance season's end sale to equal the tremendously successful sale of one year ago. This is a REFUND SALE involving practically every department of our entire building. It means the BEST BUYING OPPORTUNITY that Portsmouth and vicinity has seen or will see again this season. Remember that every article is FULLY GUARANTEED as though sold at regular prices. You can save from one-third to one-half less than regular prices on

WOMEN'S, MISSES' AND CHILDREN'S READY-TO-WEAR APPAREL

and besides have a chance to have your money refunded, so hold your slips. If you are one of the lucky ones on the day we select you can have your money refunded on your purchase.

NOTE

On the Street Floor—Women's Suits that have been selling at $10.00; refund price **$3.98**

On the Street Floor—Women's and Misses' Suits that have been selling at $17; refund price.......... **$7.50 and $9.98**

On the Street Floor—Coats that have been selling up to $10.00; refund price **$3.98**

On the Street Floor—Coats that have been selling up to $15.00; refund price **$7.50**

Voile and Lingerie Dresses that have been selling up to $15.00; refund price... **$4.98 and $2.98**

Silk Petticoats that have been selling up to $10.00; refund price.......... **$3.98 and $1.89**

NOTE

On the Second Floor—Linen Suits that have been selling up to $10.00; refund price **$3.98**

Coatee Dresses that have been selling up to $5.00; refund price **$2.98**

On the Second Floor—Dresses that have been selling up to $3.98; refund price **$1.98**

Wash Skirts that have been selling up to $1.50; refund price **79c**

On the Second Floor—Petticoats, Gowns, Slips, Etc., that have been selling up to $2.50; refund price **89c**

NOTE

On the Second Floor—House Dresses that have been selling up to $1.50; refund price........... **79c**

On the Second Floor—Waists that have been selling up to $1.98; refund price **69c**

On the Second Floor—Rain Coats that have been selling up to $5.00; refund price **$2.98**

On the Second Floor—Crepe Kimonas that have been selling up to $2.00; refund price **89c**

On the Second Floor—Linen Suits that have been selling up to $5.00; refund price **$1.98**

NOTE

Rummage Sale on the Third Floor of all Odds and Ends. Must go at some price, therefore you must come early for first pick.

On the Third Floor—Women's Good Muslin Drawers; refund price......**13c**

On the Third Floor—Corset Covers, Hamburg and Lace Trimmed; refund price **13c**

On the Third Floor—Lace and Hamburg Trimmed Petticoats; refund price **39c**

On the Third Floor—Black Sateen Petticoats; refund price **39c**

Bungalow Aprons, made of good percale; refund **62c**

On the Third Flood—Night Gowns, made of good cotton; refund price...... **29c**

On the Third Floor—House Dresses, made from good percale; refund price **39c**

REMEMBER THE DATE SALE STARTS

Wednesday, Aug. 6th, at 9 O'clock

SIEGEL'S STORE Entire Building Portsmouth 57 MARKET ST.

REFUND SALE REFUND SALE

ELECTED SUPREME GRAND KNIGHT

Boston, Aug. 6.—James A. Flaherty of Philadelphia was unanimously elected for a third term as supreme knight of the Knights of Columbus at the session of the convention this morning. Hon. Michael J. Ryan of Philadelphia made the nominating speech, and by a rising vote the convention reelected the supreme knight.

Martin H. Carmody of Grand Rapids, Mich., was chosen deputy supreme knight; William J. McGinley of New Haven, supreme secretary; Daniel J. Callahan of Washington, supreme treasurer, Joseph C. Pelletier of Boston supreme advocate.

Dr. E. W. Buckley of St. Paul, Minn. was elected supreme physician, Thomas J. McLaughlin of Newark, N. J., supreme warden; John H. Reddin of Denver, Judge Leche of Donaldsonville, La., Dr. N. A. Dussault of Quebec, and William D. Dwyer of St. Paul, supreme directors.

WALSH SEES A SPECIALIST

Chicago, Aug. 6.—Ed Walsh, star pitcher of the Chicago American League Club, whose arm has been sore since spring and who has taken part in but few games this season, left today to visit a specialist at Youngstown, Ohio, where he will undergo an examination to ascertain whether his career as a twirler is at an end. His last appearance with the White Sox was in Chicago, July 19, when he was obliged to retire after pitching two innings against the Philadelphia Athletics. His friends say that rest and treatment here have not helped his arm. He declared that if he finds him self unable to pitch again he will make an effort to become an outfielder.

HEARING AT MANCHESTER

The public service commission has ordered a hearing on the petition of Hobart Pillsbury and others for an investigation of the rates and service of the People's Gaslight Co., on Sept. 16 at 11 a. m., in the city hall in Manchester.

The hearing will be for the purpose of determining the rates and charges demanded and collected by the People's Gas Co., or the regulations or practices of the company affecting such rates and charges are unjust or unreasonable or in anywise in violation of law, and further for the purpose of determining whether the gas supplied to the public by the company is of reasonably good quality and whether the service and facilities furnished, are adequate and in all respects just and reasonable.

Charm in Small Courtesies.

Small kindnesses, small courtesies, small considerations, habitually practiced in our social intercourse, give a greater charm to our character than the display of great talents and accomplishments.

RAILROAD NOTES

Herbert Boynton, son of Conductor William E. Boynton a former resident of this city is on a 20 day trip to Yellowstone Park, accompanied by his wife.

Conductor Cyrus K. Cunningham of the Boston and Portsmouth passenger run is entertaining his brother Judge Nelson Cunningham of Tampa, Fla. Judge Cunningham is one of the best known attorneys in the south. He will pass three weeks at the home of his brother in Boston.

The Boston & Maine railroad has issued notices at terminal stations to trainmen notifying them that the company will gladly hear any suggestions they care to make as to the distribution of local trains for the winter time card which the officials will soon take up.

A crew of painters are engaged in painting the new tower of the Nobles Island Bridge, recently put in there.

The Boston and Worcester Street Railroad employees voted to accept the company's offer of a new wage scale, covering a period to November 1, 1915.

The Northern Pacific makes the following announcement: "After having carefully considered the situation created by impending retirement from the presidency by Howard Elliott, the executive committee has decided to recommend to the board of directors the following plan:

"For creation of office of chairman, and promotion of William P. Clough, first vice president to fill the same.

"Promotion to Jule M. Hannaford, now second vice president to the president.

Promotion of George T. Slade, now third vice president, to fill first vice-presidency.

Reports have it that the Canadian Northern are making efforts to gain a terminal in Portland, and that this step is but preliminary to an attempt to bring its lines to Boston. A charter has been obtained to construct a railroad from Portland to South Portland and erect terminal facilities there.

Forty locomotives of the Northwestern and the Burlington are engaged in a test of lignite as fuel. Present cost of company coal in western Nebraska, Colorado, Wyoming and the Dakotas is from $5 to $6 a ton. Lignite on the other hand, of which enormous deposits underlie the surface of North Dakota and parts of adjoining states, may be bought for $1.75 or less.

Every woman you in particular

Owe it to yourself and family to give a few hours, at least, weekly, to an **"inspection"** trip of the **Portsmouth Stores.** Shop if you will, but all we ask is that you **"inspect."**

You'll enjoy it! We are positive of that fact, for never in any previous season have the merchants worked harder for your approval. The result: **Portsmouth Stores** are now fully equipped with stocks of such size and variety that you cannot fail to secure ANYTHING YOU WANT RIGHT HERE IN PORTSMOUTH.

Quality right, style the latest, and price shorn of all extra traveling expense, which you don't always think to "count in" when the tiresome effects of a day's shopping trip are endured.

GET THE HABIT. Make frequent trips to the **Portsmouth Stores.** Just now the beauty of the window displays alone will well repay you for the coming. Distance is of no consequence even to the most outlying Suburbanite, for electric and train service to Portsmouth is such that you can come at almost any hour it suits your fancy.

We want to Prove to YOU that Portsmouth Merchants Have the Goods.

Your co-operation—an inspection of their stocks—cannot fail to win your appreciation, and such appreciation will stimulate them to further efforts in your behalf.

DECIDE NOW WHAT DAY YOU ARE GOING TO SHOP IN PORTSMOUTH.

THE PORTSMOUTH HERALD,
Portsmouth's Up-to-the-Minute Progressive Newspaper.

Tobacco That Comes To You Cut Up, Comes Dried Up

Nature never intended anything she grows to be cut up until just before it is *used.* Everybody knows that food should be *fresh*—and *so should tobacco.*

Sickle Plug comes to you fresh—with all the original flavor and moisture *pressed into* the plug. You slice up the tobacco *as you use it,* and the last pipeful smokes as *cool,* sweet and satisfying as the first—because the natural leaf wrapper *keeps* Sickle Plug fresh. The chopped-up tobacco that comes in packages *cannot help* getting dry, smoking hot and scorching.

Try a plug of Sickle today—get *more tobacco,* by having no package to pay for—and get *more enjoyment* by smoking *fresh* tobacco. At all dealers.

3 Ounces 10c

Slice it as you use it

Be Wise---Advertise in the HERALD